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HONGKONG, THURSDAY, MAY 20th, 1926 拜禮 號拾貳月伍年五十四國民華中

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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon... ..	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29	7.10
Yauwalei... ..	6.50	9.24	10.39	11.50	12.09	1.24	4.44	5.38	7.19
Shatin... ..	7.02	9.36	10.51	12.02	12.21	1.36	4.56	5.51	7.31
Taipei... ..	7.16	9.49	11.04	12.15	12.34	1.49	5.09	6.04	7.44
Taipei Market... ..	7.21	9.53	11.08	12.20	12.39	1.53	5.13	6.08	7.48
Fanning... ..	7.32	10.03	11.18	12.29	12.48	2.03	5.23	6.18	7.58
Shenzhen... ..	7.38	10.07	11.22	12.33	12.52	2.07	5.27	6.22	8.02
Shenzhen... ..	7.43	10.13	11.28	12.38	12.57	2.13	5.33	6.28	8.08

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shenzhen... ..	7.21	9.05	10.38	11.40	1.56	3.00	4.17	5.13	6.08
Shenzhen... ..	7.26	9.10	10.43	11.45	—	3.07	4.24	5.20	6.15
Fanning... ..	7.32	9.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipei Market... ..	7.42	9.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipei... ..	7.46	9.30	11.04	12.07	—	3.25	4.42	5.38	6.33
Shatin... ..	7.59	9.43	11.17	12.20	—	3.38	4.55	5.51	6.46
Yauwalei... ..	8.12	9.55	11.29	12.33	—	3.50	5.08	6.04	6.59
Kowloon... ..	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon... ..	6.40	9.15	10.30	11.40	12.00	2.22	5.29	7.10	—
Yauwalei... ..	6.50	9.24	10.39	11.50	12.09	2.31	5.38	7.19	—
Shatin... ..	7.02	9.36	10.51	12.02	12.21	2.40	5.51	7.31	—
Taipei... ..	7.16	9.49	11.04	12.15	12.34	2.56	6.05	7.44	—
Taipei Market... ..	7.21	9.53	11.08	12.20	12.39	3.00	6.09	7.48	—
Fanning... ..	7.32	10.03	11.18	12.29	12.48	3.11	6.20	7.58	—
Shenzhen... ..	7.38	10.07	11.22	12.33	12.52	3.15	6.24	8.02	—
Shenzhen... ..	7.43	10.13	11.28	12.38	12.57	3.21	6.30	8.08	—

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shenzhen... ..	7.21	9.05	10.38	11.40	1.56	3.00	4.17	5.13	6.08
Shenzhen... ..	7.26	9.10	10.43	11.45	—	3.07	4.24	5.20	6.15
Fanning... ..	7.32	9.16	10.49	11.51	—	3.11	4.28	5.24	6.19
Taipei Market... ..	7.42	9.26	10.59	12.02	—	3.21	4.38	5.34	6.29
Taipei... ..	7.46	9.30	11.04	12.07	—	3.25	4.42	5.38	6.33
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Yauwalei... ..	8.12	9.55	11.29	12.33	—	3.50	5.08	6.04	6.59
Kowloon... ..	8.20	9.03	11.37	12.41	2.37	3.58	5.16	6.11	7.06

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Fanning... ..	7.45	11.30	2.20	6.25	—	8.30	10.15	1.05	5.00
Shenzhen... ..	8.40	12.25	3.15	7.20	—	9.25	11.10	2.00	5.55

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Fanning... ..	7.45	11.30	2.20	6.25	—	8.30	10.15	1.05	5.00
Shenzhen... ..	8.40	12.25	3.15	7.20	—	9.25	11.10	2.00	5.55

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LORD WILLINGDON'S VISIT.

A FLUTTER IN THE UNIVERSITY DOVE-COTES.

THE BOXER INDEMNITY.

[BY A UNIVERSITY GRADUATE.]

A few days ago Lord and Lady Willingdon visited the University of Hongkong. Such distinguished visitors would always be welcomed at any academic institution. When one of them is known to hold the key of the safe—or rather is himself the key of the financial situation so far as it affects educational interests in the Far East—well, it does not require much genius to imagine the warmth of his welcome at an educational institution that has always been "hard up."

Lord Willingdon came and saw and—ah! was he conquered? Anyhow he managed to raise hopes. Those who were privileged to meet him say that he was very affable. No doubt a long experience of official life has taught him that it is much pleasanter to agree with people than it is to argue with them.

Also, perhaps, official experience has taught him that a sympathetic manner disarms beggars. No doubt he gave the impression that if he had his way the University of Hongkong should receive all of the Boxer indemnity funds. There were (no doubt he explained) other views which had to be considered, although for his part, etc., etc.

THE NEW PROGRAMME.

A recent issue of the University magazine confirms the rumours that have been running through the University. It is that the Medical, the Engineering, and the Arts Faculties have all formulated ambitious schemes of expansion.

The idea seems to be that if definite plans for spending the Boxer funds are put forward, the Boxer Commissioners can pick and choose.

In the Medical Faculty there are six Professors who devote all of their time to the instruction of medical students and research. The Professors of Physiology, Anatomy and Pathology hold classes in the medical buildings near to the main University buildings. The Professors of Surgery, Medicine and Obstetrics are attached to the Government Civil Hospital.

It is hoped to appoint a Professor of Biology and possibly other Professors to be attached to the Faculty of Medicine.

It is also hoped to improve the hostel accommodation for medical students on duty in the Government Civil Hospital.

It is also desired to establish a Faculty of Science. There are now Professors of Mathematics, Chemistry and Physics. No doubt in time many school teachers will wish to take a science degree.

There are three Engineering Professors. The programme for expansion in engineering appears to be one that will improve the laboratory accommodation.

The grant of a large area of ground to the west of the main buildings provided a splendid site for new laboratories. The first of the proposed new buildings has been erected and is called the Ho Tung engineering workshop.

THE ARTS FACULTY.

In the course of time this Faculty will probably be split up into Faculties of Arts, Commerce and Education.

The proposals for immediate expansion are concerned chiefly with a School of Faculty of Chinese Studies.

It is generally believed that this is the section of the activities of the University in which H.E. the Chancellor has been particularly interested.

There are at present in the Arts Faculty Professors of Political, Economy, English and Education.

Thus it will be seen that the existing staff of the University includes fifteen full time professors.

There are also two readers and four lecturers who give their full time, as well as several tutors, instructors and demonstrators.

No doubt the number of lecturers will be extended if more funds are available.
(Continued on next Column).

TYPEWRITERS.

JAPANESE MACHINE.

A MARVEL OF COMPLEXITY.

A person of ordinary intelligence may learn to use an English typewriter in a month or so, but if one discovered how to manipulate a Japanese typewriter with any speed and accuracy in a long lifetime one would be something more than a genius.

There is only one such typewriter in Australia—at the office of the Japanese Consul-General in Sydney, and the sight of it is enough to make one dizzy. writes a correspondent to the Sydney Herald. To acquire a knowledge of the Japanese language is no mean accomplishment in itself, for its alphabet is an unspeakable, intricate thing; and, like Chinese, expresses a world with a single character.

The Japanese typewriter in Sydney has two keyboards, each containing approximately 2500 characters, compared with which the standard English keyboard of about 46 characters is child-like in its simplicity. Imagine the pains of a merchant in Japan watching the minutes slip by as his typist wrote an urgent despatch. Perhaps such things are not done in Nippon!

The wonder is that anyone ever learns to pick a letter out of the thousands that rise, dull, leaden heads to the finger, a groping thing, which the typist operates with a lever. Japan has borrowed characters from China, and has accumulated a huge collection herself. They are all there, at least all those the Consulate is likely to use, and spaces are left for extraordinary ones which the composer may need in moments of inspiration.

Though the task is something like setting type on a Gossypium machine, Japanese typists manage to deal with a considerable amount of correspondence in a day. The moment of greatest tribulation is when one of these colossal mechanisms refuses to work. One previously used at the Consulate did so, and after the Japanese officials had exhausted their patience and accomplished little a local mechanic then set it in workable order again. Lately a new one has been acquired, with a man who knows all there is to be known about it—a bewildering and profound erudition!

Nearly all of the professors and lecturers live in the University grounds. Any further extension of the staff will mean, inevitably the provision of further residences.

ANXIOUS WAITING.

Meantime the University authorities are anxiously awaiting the verdict of Lord Willingdon and his Committee.

No doubt the Vice-Chancellor gained the sympathy of the Liberal peer.

"How much do you sympathise?" said the practical American when somebody consoled with him over a business loss.

How much does Lord Willingdon sympathise with Hongkong? The Rockefeller Commission handed over to the University authorities \$750,000 and they will probably do more.

Despite its many financial crises the University manages to carry on. Perhaps the Boxer Commission will make it prosperous.

Lord Willingdon left most of them guessing at the University. A typical English gentleman he appeared to take a deep and fervent interest in everything that he saw.

For years the great hope of obtaining some of the Boxer money has layed up the sponsors of the local University. Let them continue to hope, although it must be weary work waiting. However no doubt the academic enthusiasts are well acquainted with the wisdom of Solomon.

He said "Hope deferred, maketh the heart sick; but when the desire cometh, it is a tree of life."

The inconsiderate London papers, un-mindful of the anxieties in the University of Hongkong, have suddenly announced that Lord Willingdon is to go to Canada as Governor-General. Perhaps the Boxer indemnity is just a mirage after all.

CANADA AND TITLES.

"THEIR ABSENCE A HANDICAP."

MR. MCKINNON'S VIEW.

Some eight years ago the Canadian Parliament adopted a resolution deprecating the conferment of titular distinctions upon residents of the Dominion. It goes almost without saying that His Majesty's advisers at once accepted that view, and no hereditary or other titles have since been offered to Canadians. Recently, however, a rather lively discussion upon the subject has again been aroused among Canadians on both sides of the Atlantic.

The discussion has been provoked by some remarks from Mr. J. S. McKinnon, an ex-President of the Canadian Manufacturers' Association. For the last two years Mr. McKinnon has held the office of Director of Canadian Exhibits at the British Empire Exhibition, and has just returned to Canada on completion of these duties. While freely admitting that Canadian industry is likely to benefit largely from the display which was staged on its behalf at Wembley, Mr. McKinnon also expresses the opinion that "Canada is seriously handicapped in Great Britain by the lack of titled Canadians."

EXPERIENCE OF WEMBLEY.

His two years' experience at Wembley and in Great Britain generally leads Mr. McKinnon to the belief that "the British public is at a loss to understand why Canada, steeped in British tradition, the keystone of the Empire, and a most progressive country, rejects titles." He argues that business is transacted at social or semi-social affairs. "If it happens that Robert Macdonald of Canada, and Sir Robert Macdonald, of Australia, are there, it is the titled visitor from Australia who receives the place of honour."

It is worth recalling one or two points concerning the imposition by Canada of its "ban" upon titles. The Parliament at Ottawa had discussed the matter intermittently over a long period. In 1918 some apprehension arose among certain Canadians as to what might happen at the close of the war, when there was at least a possibility that hereditary and other distinctions might fall both to the worthy and the unworthy. The Order of the British Empire had recently been instituted. The Canadian Government of the day was asked to prepare a list of those it deemed suitable to be included in the Order. But Sir Robert Borden found other urgent engagements which made it impossible for him to give consideration to the subject.

THE PRESENT ATTITUDE.

The resolution in the Ottawa Parliament which deprecated the conferment of titles upon Canadians was submitted by Mr. W. F. Nickle, a Conservative. It was supported by the late Sir Wilfrid Laurier, leader of the Opposition, by the Hon. Newton Rowell, a Conservative Minister, by the Hon. Ernest Lapointe, who until a few days ago was leading the present Liberal Ministry, pending the return to Parliament of Mr. Mackenzie King, and by other prominent members of both parties. There was even an amendment for the abolition of existing titles, but this was viewed with general disfavour because it would have abolished honours granted to Canada's brave men in the war. Eventually the whole matter was referred to a committee, which made recommendations considerably in advance of the proposals submitted in the House, and these were finally adopted. Nothing was done, however, to prevent customary recognition of services rendered in war-time.

MARRIAGE UNDER ADVICE.

SUCCESSFUL EXPERIMENT IN VIENNA.

Three years and a half ago the Municipality of Vienna established a "marriage advice station," the first of its kind in Europe to meet the problem created by the war of the increase in the number of people unfit for marriage.

At this advice station the young people who intend to get married are told whether their state of health gives them a right to marry and to have children, or whether it will be better to renounce marriage, or to wait till they recover their health. It was not at all easy to enlist interest and confidence for this bureau, but the fact that it has been accomplished is proved by the increasing attendance at the bureau.

The physician inquires and examines, and also informs himself about the social conditions of the applicants. He tries first of all to win their confidence, so that they may make a full disclosure without reserve, and often careful examinations must be made to complete the inquiry. Then only does the doctor give his verdict. There are, of course, no prohibitions of marriage. What use would these be against the instinct of men and women? Nevertheless the bureau has its value in encouraging delay.

The clients of the bureau are mostly workmen. But former officers, actors, and other intellectual workers also resort to it. Many women come too. Sometimes the betrothed couple come together, and this creates the most difficult problem for the medical advisers.—Westminster Gazette.

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THE GARDEN CITY IDEA.

LETCHWORTH'S COMING OF AGE. STORY OF A GREAT EXPERIMENT.

From May 12th to 22nd Letchworth, the world's first Garden City, celebrates a proud 21st birthday with a Civic Week, of which the Duke of York has consented to act as Patron and Brig-Gen. Viscount Hampden, Lord-Lieutenant of the County of Hertford, as President. There are to be conferences, exhibitions, official receptions, luncheons, and dances, a window-dressing carnival, and May Day festival. Speakers at the conferences will include Mr. Ebenezer Howard, the founder; Mr. Neville Chamberlain, Minister of Health; Dr. Seward, Vice-Chancellor of Cambridge University; Mr. Cecil Harmsworth, Mr. E. B. Barnard, J.P., and Mr. J. H. Wheatley, M.P., ex-Minister of Health. They will discuss Housing, Town Planning, Local Government, Education, and Industrial Welfare. Letchworth will be *en fete*.

What dramatic moments emerge from those twenty-one years and others that prepared the way? These, certainly, writes an Observer representative. A humble man, a Parliamentary shorthand reporter—for Mr. Howard was simply that—neither wealthy nor influential, dreaming dreams of fairer cities, happier communities, than the Victorian age had known, incorporating them in 1898 in a book, "Garden Cities of To-morrow," gathering influential men to his banner, seeing the Garden Cities and Town Planning Association founded a year later, seeing demonstration cottages erected in 1903 at Letchworth, and people moving into them—although they were merely intended for show—and thus founding the first Garden City. That same man, in 1910, seeing visions in land offered at Welwyn, raising some few hundreds hastily among friends, dashing to the sale, and securing three-fourths of it with barely enough to pay the 10 per cent. deposit. Thus have England's only two Garden Cities come into being.

THE GROWTH OF AN IDEA.

"Mr. Ebenezer Howard," Mr. W. Loftus Hare, editor and librarian of the Garden Cities and Town Planning Association, told *The Observer*, "was a man of philanthropic mind who wanted good for everybody. He thought cities were wrongly constructed, and wanted to bring into closer proximity country and town-life. He said there were two magnets: one, work which drew us to town; two, relief and recreation, which drew us to the country. Why not unite them both to pull in the same direction?"

So the book was written, the Association formed, people like the late Mr. Justice Neville—then plain Mr. A.C.C.—attached to the movement. Tracts were issued, and what pioneers they were, then: Tract No. 1, published in September, 1899, showed a Garden City conception in the type of a segment of a wheel, and the roads were named Columbus, Newton, Milton, Shakespeare, Edison, and so forth! Pamphlet No. 1 of the Association set out its ideals in these devout terms: The Garden City must be a city of humans, delightful to the mind and wholesome to the body; an advance towards juster conditions, inclining the balance in favour of the weaker and more helpless; must offer scope and a home for the greatest possible variety of workers and callings; must possess greater productive power and raise "real wages" by increasing the purchasing-power of the wage-earners; must offer better opportunities of social intercourse and amusement; and the lowest rents and rates consistent with high civic standards.

THE BEGINNING OF LETCHWORTH.

"The support of people like the late Mr. George Cadbury and Mr. W. H. Lever, later Lord Leverhulme," Mr. Loftus Hare continued, "was enlisted at conferences at Bourville in 1901 and Liverpool in 1902. Then Lord Northcliffe and Mr. Cecil Harmsworth gave their support. But the important event of those early years was the Cheap Cottage Exhibition of timber, brick, and rough-cast cottages and bungalows organised by Mr. St. Loe Strachey, editor of *The Spectator*, in 1903. They were built with a view to showing what could be achieved in the way of decent, slightly habitations for, then, about £150. It was intended to pull them down afterwards, but people came along and said, 'Why, that's just the sort of house we've been looking for!' and settled into them. And that was the beginning of Letchworth!"

"The next thing was to attract industries. Mr. J. M. Dent, the publisher, and Messrs. W. H. Smith and Son were soon induced to establish factories. Others followed, e.g., the Henty Gresham Engineering Works, Ltd., Garden City Press, Garden City Embroidery Co., Ewart and Son, Ltd. There was difficulty in getting labour at first; it was not easy for these firms to induce their workers to come down. More cottages had to be provided for housing them. Now there are 70 factories and workshops at Letchworth, one of the largest being the Spirella Company's fine building. There are 3,200 houses, and a population of 13,000.

FINANCES.

"It is neither a crank colony nor a dormitory. When a census was recently taken it was found that a bare 536 persons out of the 13,000 worked outside Letchworth, and these were more than balanced by others working at Letchworth and living outside. The capital cost to the main company up to the end of 1925 was about £750,000, that spent on land and development amounting to £450,000.

(Continued on next Column).

AMUNDSEN'S AIMS.

THE VALUE OF POLAR EXPLORATION.

The utility of Capt. Amundsen's airship flight over the Polar regions and the North Pole has been questioned in many quarters, and it is quite true that nothing can be gained by merely flying to the Pole and back. For two centuries it was the loadstone that attracted every Arctic explorer, and the bones of many lie in the icy North who perished in the attempt to reach the mathematical point that marks the northern end of the earth's axis.

Peary won through after eight failures, and three years later both Amundsen and Scott stood at the opposite end of the earth's axis. Those achievements were noteworthy mainly because they were the first conquests of the two Poles; and there is nothing to be gained by their repetition.

Amundsen's adventure is not mere Pole-finding. He hopes to prove the feasibility of aerial routes from east to west over the Polar ocean, which would be possible should land exist in the vast unexplored region of over a million square miles between Alaska and the Pole. The existence of a few small islands there, or one large island, would enable aircraft aerodromes, and perhaps permanent meteorological stations, to be established for the use of aircraft using the Polar route to the east.

When aircraft can fly into the Polar region with the certainty of landing-places and food depots at fixed points the scientific exploration of the area round the Pole will be possible, and this will yield data of the utmost importance to science, and ultimately to humanity.

Many problems of biology, meteorology, and terrestrial magnetism depend for their solution on knowledge of the physical conditions existing in the Arctic. Naturalists want to know how life-forms in the Arctic compare with those in the Antarctic, and whether any similarity may be traced to sub-oceanic connections between the two, or to the existence of much the same conditions at opposite ends of the earth's axis.

The weather of the temperate zone is largely influenced by the meteorological conditions of the Arctic, and weather forecasting will approximate to an exact science when accurate data concerning Polar air currents, cyclonic areas, wind direction and velocity, and variations of temperature and atmospheric pressure are available.

Every addition to our knowledge of natural phenomena has a direct bearing on our everyday life.—*The Observer*.

MILLIONS FOR HOUSES.

The great prosperity which is now being experienced by the leading building societies in Great Britain is illustrated in the remarkable figures given by the chairman at the annual meeting of the Halifax Permanent Benefit Building Society. Assets amount to £23,932,091, an increase of £2,863,703 in the year. The income for the year reached £16,601,104, an increase of £2,339,208.

The society is taking a very prominent part in the financing of new house property built for personal ownership. During the year £8,639,443 was lent on new first mortgages to 15,025 individual borrowers. The total outstanding on mortgages was for the first time over £29,000,000, namely, £30,107,146, an increase in the year of £4,146,521.

Water, electricity, and other undertakings controlled by the company have cost £300,000, including loans. Investors had to wait fifteen years before they saw any dividend, but for the past three years the maximum dividend of 5 per cent. has been paid, and for the year ended September, 1925, net profits amounted to £19,500. Some £2,000,000 has been sunk altogether in houses and factories. There are parks, playing fields, beautiful tree-lined avenues, theatre, shops, swimming-bath, golf-course, hand tennis-courts, every amenity conducive to recreation and health.

THE WELWYN ENTERPRISE.

And so, in due time, came Welwyn, the pioneer company for which was formed in 1919 and registered in 1920. Here the story was taken up by Captain R. L. Jeiss, a director of Welwyn and chairman of the executive of the Association. "It has already grown into 1,000 houses, a population of nearly 4,000, with industries such as brick-works, joinery-works, and gravel-pits controlled by the Garden City Company. In addition, the Shredded Wheat firm manufactured there its European output, there was a turbine engineering factory, and other industrial concerns, to say nothing of four dramatic societies, a cinema three nights a week, a golf club with probably the lowest annual subscription in the country—two guineas—and shops and public undertakings subsidiary to the main company, which itself employed some 1,000 people. Working-class houses, at reasonable rentals, were going up at the rate of ten a week. Some £2,000,000 in all had been sunk in the venture. At Letchworth, Capt. Jeiss pointed out, there are only two licensed premises, at Welwyn there are three, being on the modern principle of the improved refreshment house."

As to the future of the Garden City movement, resumed Mr. Loftus Hare, "there are smaller schemes under consideration at Witham and Braintree, Essex, and Addlestone, Surrey. But we look to great municipal corporations like Manchester, Glasgow, and the L.C.C. to build satellite towns—if needs be, outside their own areas—which will grow up as daughter communities, and in the course of years evolve an independent existence."

WORLD RACE FOR TRADE.

GREAT BRITAIN A HIVE OF INDUSTRY.

FINANCIAL EXPERT'S VIEWS.

LONDON, April 26th.
The first of a series of articles appearing in the *Daily Chronicle* on the "World Race for Trade," is one by Sir Leo Chiozza Money, the well-known finance authority, dealing with Great Britain. He points out that seven years after the end of the world war Britain was able to export manufactures valued at £16,000,000 in a single year, which was more than any country in the world.

"That fact helps us to preserve our sense of proportion," he says, "no area in the world presents such a closely-packed hive of industry as Britain. It is said that workmen earn up to £20 weekly in America, but the average in New York city is 32 dollars. Britain can beat America hollow in ship building, cottons, woollens, worsteds, and furniture."

"The system at Morris's motor works at Cowley, where the manufactured parts are assembled on a fixed track, compares favourably with the Ford conveyor system."

"Passing along the tracks the chassis grows to completion in 100 minutes. Men are 'fed' at each point on the track with finished parts, which they have to fix, the engine being dropped from above. Nine men fix the engine and back axle in 100 seconds. It is noteworthy that the Morris output has grown even more quickly than the Ford, increasing from 1,332 cars in 1920 to 53,537 in 1925. The average earnings of Morris's employees is 82s. weekly."

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"I began using Cuticura Soap and Ointment and in about two weeks the eruptions disappeared. I was healed." (Signed) L. T. Beck, 5, Shakespeare Rd., Dover, Eng.

Cuticura Soap, Ointment and Talcum promotes and maintains skin purity, skin comfort and skin health. The Soap to cleanse and purify, the Ointment to soothe and heal, the Talcum to powder.

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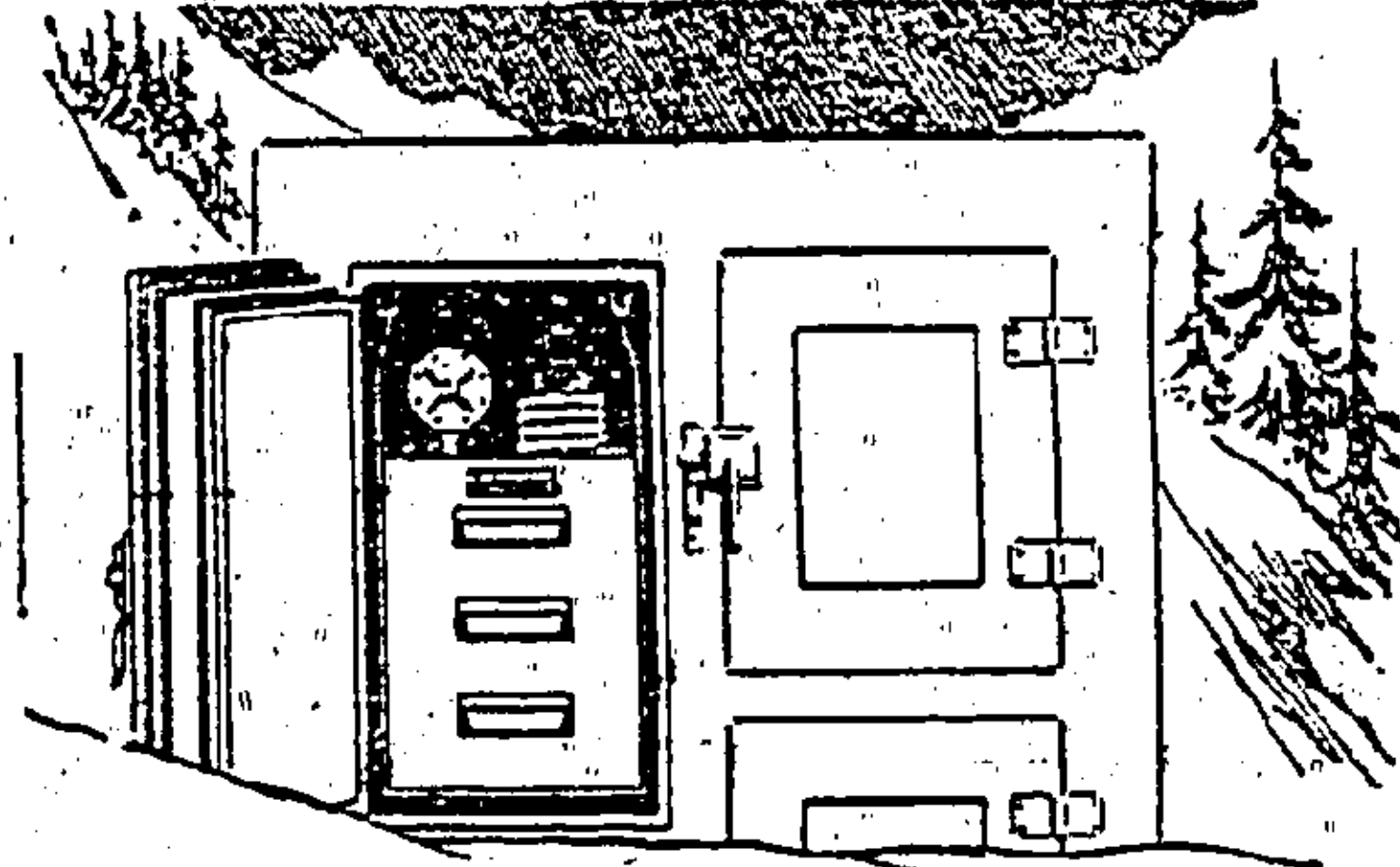
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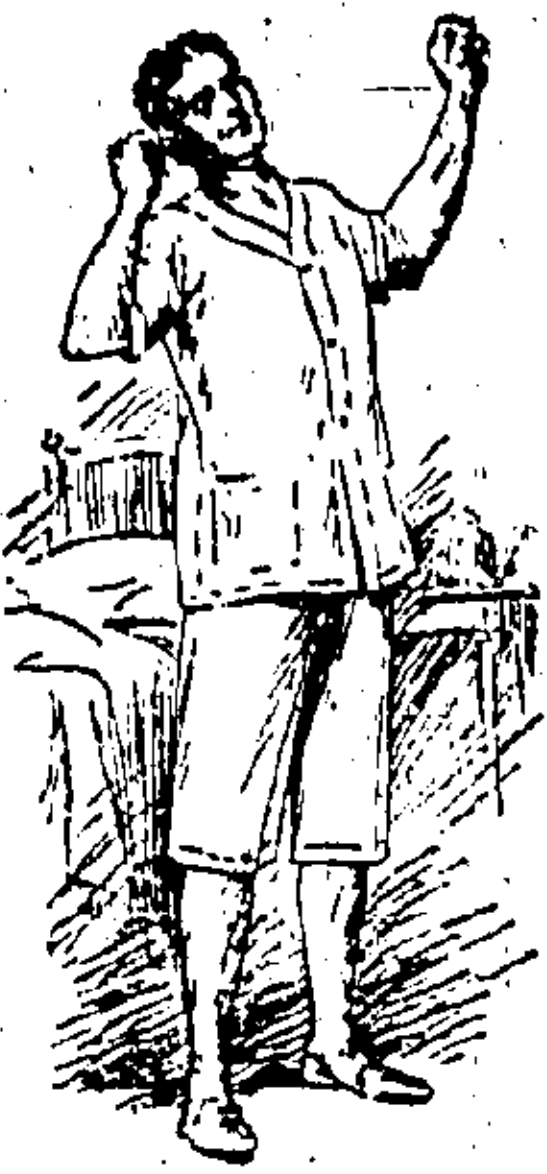
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H.K. DEVELOPMENT AND SAVINGS SOCIETY, LIMITED.

LIVELY DISCUSSION AT ANNUAL MEETING.

DIRECTORS, CRITICISED.

There was a lively discussion at the second ordinary general meeting of shareholders of the Hongkong Development and Savings Society, Ltd., at the City Hall yesterday. The attendance numbered over two hundred, many shareholders having to stand at the back of the room.

Heavy losses caused by the strike and consequent depreciation on share securities were reported by the Chairman in his speech, at the end of which Mr. A. E. Arculli criticised the directors, and called for the disclosure of the names of those who had not confirmed loans. The directors would not disclose the names in public but shareholders were informed they could have the information desired at the close of the meeting on application.

When the adoption of the report and accounts was proposed Mr. Arculli moved an amendment that the meeting be adjourned and a committee of shareholders appointed to investigate the accounts and the position of the Company. This amendment was criticised by another shareholder as an unheard of procedure at an annual general meeting, and Mr. Arculli was asked to withdraw it. This, however, he would not do. When put to the meeting the amendment was defeated by an overwhelming majority amid loud applause.

Mr. Fred Ellis (Managing Director of the Company) presided, and was supported by Messrs. C. E. H. Beavis, Li Yau Tsun, Sum Pak Ming, Leung Yau Po and Chan Sau Fung (directors) and Mr. E. B. Raymond (secretary).

Among the shareholders present were Messrs. A. H. Rowe, B. Pasco, J. H. Ruttenberg, C. C. Stark, F. P. Lenfesty, J. H. Jackson, T. N. Chan, W. Logan, C. L. Shank, C. B. Shank, J. Brock, G. K. Hall Brutton and Dr. F. H. Kew.

CHAIRMAN'S SPEECH.

The CHAIRMAN said: Gentlemen,—"Your directors greatly regret to record the loss which the company has suffered in the deaths during the year under review of the Hon. Mr. C. Montague Ede, Mr. H. A. Cartwright and Mr. Chau Siu Ki. The benefit of their advice and the valuable services they were able to render will be greatly missed."

"Your directors regret that they are unable to present a more favourable report. The reason is to be found in the financial conditions that have prevailed since June last."

"Turning to the accounts, the investments on loan are practically the same amount as appeared in our previous balance sheet. These are advances chiefly on the security of shares. At the time the advances were made, and at the time of the presentation of the previous report, the margin of security was considered and accepted as satisfactory. The financial crisis was unexpected, and the consequent depreciation of security could not be provided for. Your directors have decided to make provision for any probable losses, and as you will see from the accounts a reserve of \$350,000 has been made for bad and doubtful debts, thus turning what would have been a trading profit of \$43,425.73 into the loss which appears on the balance sheet. Your directors have no reason to think that this loss will not, to a great extent, be made good, provided we are in a position to grant time for this purpose."

"You will note that the auditors' report states that certain loans were at the date of the report without confirmation. These are loans which were advanced to persons who are at present out of the Colony, and their confirmation could not be obtained in time for the auditors. Confirmation of these loans will, however, be duly received."

"The accounts do not appear to call for further comment, except that the profit and loss account is for a period of 15 months instead of the usual 12 months."

SCHEME IN ABEYANCE.

"With regard to the development scheme at Jardine's Lookout, Inland Lot No. 2433, which was intended to be taken up under the Government 40 years' lease scheme, only nine applications for building on that site have been finally confirmed out of about 2,000 applications which were originally received. Your directors have given their earnest attention to this matter, and have decided that it would be in the best interests of the shareholders to leave this project in abeyance until such time as the financial position will have improved, when the matter will again be taken up and negotiations with the Government in connection with the scheme will be renewed."

"With regard to Inland Lot No. 2433 and extension No. 2500 Wong Nei Chong Road, I am in a position to inform you that after extensive negotiation amended plans have been duly passed, and on receipt of these plans from our architects, we shall be in a position to proceed, and the plans will be submitted to the applicants concerned for their approval and acceptance."

"In view of the position every effort has been made to keep down expenses. The office of the Company has been changed, thereby effecting a reduction in rent, and your directors, including myself, have waived payment of fees during the period under review."

The CHAIRMAN then proposed that the report and accounts as presented be adopted, and said that when the proposal had been seconded he would be pleased to answer any questions shareholders might wish to ask.

Mr. G. E. HALL BRUTTON seconded and said that while everyone regretted the loss, this was not the only Company which had suffered a loss on the year's working. It was difficult to see how the directors could have foreseen the difficulties which had arisen. "We must take our chance and trust to luck," he concluded, "and hope that securities will rise."

The speaker's conclusion was received with loud applause.

MR. ARCULLI'S QUESTIONS.

Mr. A. E. ARCULLI: Will the directors give us the names of the persons who have not confirmed their loans?

The CHAIRMAN: Your directors do not consider it advisable in the circumstances to disclose the names at this meeting, but will be pleased to give them to any shareholder after this meeting.

Mr. ARCULLI asked how shareholders were to know whether the loans were admitted or not. He was at a loss to understand the certifying by the auditors with the words "without confirmation." "Supposing we take action to recover the money, what are we to do?" he concluded.

The CHAIRMAN: The explanation is that confirmations which had been sent out had not come back at the time the accounts were being examined. Since then three have come back.

MATTERS FOR EXPLANATION.

Mr. ARCULLI: It may be that the other confirmations will never come back. How are we to know whether the money has been properly managed and whether we are in a position to take action for the recovery of the money if such became necessary? If the policy is to be disclosed I propose an amendment that a committee of shareholders be appointed to investigate the accounts and the position of the Company. The accounts are not favourable in my opinion, and I speak for other shareholders when I say that we consider them very unfavourable. There are other matters to which I would refer such as the considerable amount outstanding for interest, also to there being no depreciation on furniture. How are we to know whether the assets are not less than the amounts appearing in the accounts? Again, we do not know on what terms the loans were advanced, or whether the borrowers were given full market prices for shares. These are matters which cry aloud for explanation.

Mr. ARCULLI then asked if any margin was allowed when loans were made on share security?

The CHAIRMAN: At the time there was a proper margin.

Mr. ARCULLI: What do you call a proper margin?

The CHAIRMAN: Up to 50 per cent.

Mr. ARCULLI: You paid 50 per cent. on shares?

The CHAIRMAN: Loans were made with margins of 50 per cent. on market values. Some allowed for greater margins.

Mr. ARCULLI remarked that he did not consider this very satisfactory, and still pressed for the adjournment of the meeting and for the disclosure of the names.

NOT POLITIC.

Mr. C. E. H. BEAVIS: There is not the smallest objection to shareholders being given the position of things in the Company. You have made an application for the names of the persons whose confirmations have not been received?

Mr. ARCULLI: That is one of the things I should like to know.

Mr. BEAVIS: I am voicing the opinion of the Directors when I say it does not appear advisable at this meeting to disclose the names of the particular persons. If any advantage could be obtained in disclosure, they would be disclosed. If any shareholders wish to ascertain those names, he has a perfect right to do so, but the directors do not consider it politic to give them at this meeting.

Mr. ARCULLI: My point is this. I object very seriously to the passing of these accounts when the shareholders are entirely in the dark. The shareholders are not satisfied. There are many things which require explanation which we should like to know something about. This is primarily a building Company and as far as I can see nothing has been done or very little. The Company seems to have concentrated on loan business.

"Let the shareholders know," he exclaimed. "Take them into your confidence, and we shall see what can be done after that."

Mr. BEAVIS: It is a little difficult to proceed on any concrete form. About the disclosure of the names of the outstanding confirmations, the directors do not consider it politic to disclose names at this meeting. Apart from that you have been generalising. We must have specific questions if we are to answer specifically.

Mr. ARCULLI: I asked the directors a particular question and failing to get an answer, I am left to generalise. The phrase "not politic" covers a lot of ground. Does the interest the Company gets from its borrowers cover the interest we have to pay to the bank on our overdraft?

(Continued on next column.)

CHARITY FOOTBALL. SOUTH CHINA AND UNITED SERVICES DRAW.

The football match arranged by Mrs. Luard, wife of H.E. the G.O.C., and the Officials of the Garrison Recreation Club, between teams chosen from the United Services and the South China Athletic Association to assist the funds of the Military Branch of the Ministering Children's League was played before a large attendance on the Garrison ground at Soekunpo yesterday.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) arrived before the start and the players and officials were presented to him. The Drums of the East Surreys, by permission of the Officers of the Regiment, played selections on the ground before the kick off and during the interval.

Col. F. S. Montague Bates, C.B., C.M.G., acting G.O.C., set the ball in motion for South China who were early attacking. Jordan cleared and the Services raced away and forced a corner. Lau Hing Cheung putting behind in stopping a shot from Pulford. For a time the game was kept close to the South China goal and Voller almost opened a score for the Services. When receiving a pass from Charlesworth, he sent in a splendid shot which appeared to have beaten Lau. The ball, however, just cleared the bar. At the interval the score sheet was blank.

The second half was evenly contested, the forwards on both sides being content to shoot at long range. Ko Sik Wai brought Avery to his knees to stop a shot and shortly afterwards he was lucky in turning a shot from Suen Kum Shun round the post. A few minutes later, Suen appeared to have the goal at his mercy, but with only Avery to beat he sent the ball wide. No goal had been scored when the final whistle sounded.

The raffle for the \$25 credit card presented by Messrs. Ruttenberg & Son, was won by ticket No. 906. The football was won by ticket No. 213.

Mr. BEAVIS: At the present time the interest from borrowers does not cover the bank interest.

Mr. ARCULLI: Could you tell me if any of the outstanding confirmations concern officials of the Company?

The CHAIRMAN: No.

Mr. ARCULLI: Do our loans include any of our employees or directors?—No. Could you tell me why our rent has increased from \$9,000 last year to \$24,000 in the year under review?

The CHAIRMAN: The rent is \$1,600 per month. In the last balance sheet rent covered only three or four months. The present balance sheet covers fifteen months.

Can you assure me that the utmost allowed on share securities was 50%? Sometimes there was a greater margin.

Was the margin ever less?—I don't think so.

Mr. ARCULLI: That is not a very satisfactory answer.

The CHAIRMAN: When the loans were made the margin was never less.

Mr. ARCULLI: I want to press the question about confirmations. Is there anything to show that these loans were actually made?

The CHAIRMAN: Yes, the securities we received from them.

There were securities?—Yes.

Ample?—Yes ample to cover the six loans.

Mr. ARCULLI: I should like to move an amendment that this meeting be adjourned and that a committee of shareholders be appointed to investigate the affairs and position of the Company.

Mr. A. CURRAN seconded the amendment.

UNHEARD OF PROCEDURE.

Dr. F. H. KEW: I think the amendment proposed is most extraordinary. I have never heard of such a thing. Is there any precedent for such a procedure—such a proceeding as to adjourn an annual general meeting is unheard of.

(Applause.)

Mr. E. PASCO: I wish to associate myself with Dr. Kew's remark. The adoption of the report and accounts has been proposed and seconded. We should get on with the business.

Mr. HALL BRUTTON: The directors have promised Mr. Arculli the information he wishes for. I do not see what useful purpose the amendment would serve. (Loud applause.) We all sympathise with each other on the loss sustained but the only thing we can do to face the position. Things are likely to improve in time. For heaven's sake give the Company a chance and we shall probably wipe off the loss.

The CHAIRMAN: In view of the feeling, Mr. Arculli, will you withdraw your amendment?

Mr. ARCULLI: I regret that I cannot withdraw. The amendment has been seconded and should be put to the vote.

The CHAIRMAN: I do not think it is in order at this meeting, but as it has been pressed I will put it to the vote.

The amendment was then put to the meeting, five voting for it and an overwhelming majority against it.

OTHER BUSINESS.

On the proposition of Mr. A. H. Rowe, seconded by Mr. H. BRUTTON, Mr. C. E. H. Beavis and Mr. Sum Pak Ming were re-elected directors for the ensuing year.

Messrs. Percy Smith, Seth and Fleming were re-elected auditors of the Company for the current year on the proposition of Mr. W. Logan, who included in his motion that the remuneration should be the same as last year, seconded by Mr. J. H. Jackson.

This concluded the business of the meeting.

QUARRY BAY RESIDENTS IN COURT.

AN AMAH, A BOY AND A BABY.

CASE DISMISSED.

Several European ladies and as many amahs were interested parties in a case arising out of an alleged assault by a Chinese servant girl on Charlie Mackenzie, the nine-year old son of Mr. C. W. Mackenzie, a foreman of the Taikeu Dockyard, at Stanley Terrace on the 9th inst. The servant girl, who was referred to in Court as a "makee learn amah," was employed by Mrs. Keown.

During the hearing, Mr. R. E. Lindell, the Magistrate, had repeatedly to call the parties to order for irregular remarks.

The little boy said that the defendant struck him several times on the back, and he had later been very sick.

An amah employed in Mr. Mackenzie's house, who said she was nearly minding the baby at the time, corroborated the boy's evidence.

The boy's father spoke to finding his son sick and in a feverish condition. He complained to Mr. Keown, but Mr. Keown refused to have anything to do with the matter.

"THE MAJESTY OF THE LAW."

Mr. Keown admitted that Mr. Mackenzie interviewed him, but he was not very gentle about it. He resented the complainant coming with all the "majesty of the law," and holding out a threat of issuing a summons.

Defendant said that Charlie, who was riding a bicycle, ran over a baby in her charge. He then pulled a baby's hair, and she had to push him away.

"A TWIN-BICYCLE."

Mr. Mackenzie objected to Mrs. Keown being called as a witness for the defence, as she was in Court when the girl gave evidence. The objection was overruled.

Mrs. Keown said that the boy obstructed the servant girl with his bicycle, and she shouted to her from the verandah to push him over. She saw the boy smack the amah, and pulling the baby's hair. The amah and the baby were wedged against a seat by the bicycle.

Mr. Mackenzie (interposing): It must have been a twin bicycle that could do that.

Mrs. Mackenzie laughed, and was rebuked by the Magistrate. Mr. Keown was similarly rebuked a few minutes later.

Mrs. Morrison, called by the defence, said that she saw the boy fall from his bicycle.

Both parties appeared to have many more witnesses, when the Magistrate intimated that it was unnecessary to call fresh evidence. He said that he did not find the charge of assault substantiated and dismissed the summons.

H.K.C.C. TENNIS TOURNAMENT.

LIVELY MIXED DOUBLES.

DUNBAR WINS FINAL OF HANDICAP SINGLES.

Chief interest yesterday centred in the semi-final of the Mixed Doubles between Mr. and Mrs. Tottenham (owe 30) and Mr. and Mrs. E. Grimbles (owe 3/6). The match was played on the Stand Court and provided the spectators with as much exciting tennis as any match could.

The ladies showed up prominently and often engaged each other in driving duels from the base line. Mrs. Grimbles appeared the stronger player of the two ladies and beat Tottenham at the net many times in the second set.

Mr. and Mrs. Tottenham were down 2-5 in the first set, but by forceful net play, ably supported up by Mrs. Tottenham from the base line, Tottenham soon made up the arrears and scored the first set for his side at 6-3.

In the second set Mrs. Grimbles was driving with great force and often put Tottenham out of position. Mrs. Tottenham received her opponent's difficult shots with dexterity, but many of her returns were "killed" by Grimbles who was playing well at the net. The Grimbles were often applauded for brilliant play in this set which they deservedly won.

The struggle continued in the final set which eventually went to the Grimbles at 7-5.

The winners meet O. C. Womack and Mrs. E. R. Childs (owe 1/6) in the final to-morrow.

Dunbar (ser.) was much too clever for Moncrieff (rec. 15/3) in the final of the Handicap Singles "B", and won in straight sets. The latter was very impressive, but found his weight and size a great handicap against Dunbar who repeatedly put him out of position.

Full scores of yesterday's games are appended:—

HANDICAP SINGLES "A."—(3rd round) S. E. Green (owe 15/3) beat F. A. Redmond (owe 15) 11-4, 1-6, 6-3; (semi-final) Major W. B. Stevenson (owe 2/6) beat Foster (owe 15) 8-1, 6-3.

HANDICAP SINGLES "B."—(Final) W. L. Dunbar (ser.) beat R. L. Moncrieff (rec. 15/3) 2-1, 6-3, 8-1.

MIXED DOUBLES.—(Semi-final) E. Grimbles and Mrs. Grimbles (owe 3/6) beat B. E. Tottenham and Mrs. Tottenham (owe 30) 6-3, 6-3, 7-5.

TO-DAY.

Up to the time of writing only one match had been arranged for to-day which is between S. E. Green (owe 15/3) and G. W. Sewell (owe 15) in the semi-final of the Handicap Singles "A."

CHIANG KAI SHEK'S BILL PASSED.

ONLY MINOR ALTERATIONS.

M. BORODIN AND THE COMMUNISTS.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Central Executive Committee have passed, with a few minor alterations, the Bill introduced by General Chiang Kai Shek, restricting the activities of the Bolsheviks in South China. Instead of using the terms "Communist Party" and "Third International," the words "other parties" are employed in making reference to these organizations.

Whilst the Kuomintang Central Executive Committee have been reforming their policy as regards co-operation with the Communists and the Third International these two latter bodies have also been holding conferences at the home of M. Jacob Borodin, at Tungshan. Attending these conferences are not only Russians but also a number of Chinese, including many women.

The joint committee comprising five members of the Kuomintang and three Chinese Communists, which has to draw up a plan for co-operation between the Kuomintang and the Communist Party in future has held numerous meetings since May 15th.

In the meantime the Bolsheviks in Canton have advised their comrades not to argue further with the Kuomintang party.

NORTHERN EXPEDITION.

Following the reports that military forces in Hunan, with the backing of Marshal Wu Pei Fu, are approaching the Northern borders of Kwangtung, the Kuomintang Military Council has ordered troops northward. As a consequence, the Canton-Hankow Railroad, Kwangtung Section, is closed to ordinary traffic. The Kuomintang troops are to be concentrated at Shuiwan.

CENTRAL BANK NOTES.

Notwithstanding the drastic measures taken to prevent the depreciation of the Kuomintang Central Bank notes, this paper money is not circulating freely and customers in shops are still being asked before a sale is completed whether specie or notes will be tendered.

\$5,000 FINE.

OPIUM SMUGGLER SENTENCED.

On being searched, at the Star Ferry Wharf on Tuesday, a Chinese was found to be in possession of 300 ticals of raw opium. The drug was concealed under the lid and in the sides of a wooden box.

The possessor was charged before Mr. B. E. Lindell at the Central Magistracy yesterday. He said that the packages had been entrusted to his care by a man who accompanied him from Sheklung. He also alleged that the constable who searched him had asked for \$500 to let him off.

The Magistrate imposed a fine of \$5,000, or in default nine months' imprisonment. The amount of the fine was ten times the value of the opium.

A \$1,000 FINE.

A CHINESE PASSENGER'S ARMS.

A Chinese passenger in the s.s. *Tai ping*, which arrived from Australia on Tuesday, was charged before Mr. J. H. B. Nibell at the Kowloon Magistracy yesterday, with unlawful possession of one Mauser pistol, one Mauser automatic and 400 rounds of ammunition.

Defendant pleaded guilty and stated that he was ignorant of the Colony's laws, as he had not been in China for many years.

The pistol was discovered in a tin box with a packet of biscuits, and the automatic was found under defendant's mattress.

The police did not press for imprisonment as they were satisfied that defendant was not a smuggler.

A fine of \$1,000 was imposed.

NEGLIGENT DRIVING.

EUROPEAN LADY OBTAINS \$1,000 DAMAGES.

SEQUEL TO ACCIDENT TO MOTOR BUS.

At the Summary Court yesterday, Mr. Justice Wood, gave judgment for \$1,000 and costs to Mrs. H. A. Jones (wife of Mr. Jones, Manager of Moutrie & Co.), against the Kai Tak Motor Bus Co., Kowloon, as damages for injuries received by Mrs. Jones, consequent on the overturning of one of the Company's buses in which she was travelling in January last.

At the original hearing of the case, two doctors stated that Mrs. Jones had been so severely injured as to necessitate her walking with crutches after being in bed for some weeks. They also stated that she would be seriously handicapped for a long time owing to her injuries.

THE JUDGMENT.

In delivering judgment, His Lordship said that the plaintiff had suffered severe injuries on January 27th last, when she was a passenger in a public motor bus which overturned.

He dismissed as wholly unfounded the allegation that the breakdown of the bus was due to a defect in the left rear wheel. At the time the bus contained a full complement of passengers. The driver was not expecting to stop for any purpose until reaching Hunghom. The weather was dry, but a part of the road over which the bus travelled, had been previously watered by a Sanitary Department water cart. Motor traffic had also left a certain amount of oil on the surface. The bus was travelling at a speed which was not unusual, and it had an unobstructed course. An Indian constable saw the bus passing and thought it was travelling at too fast a speed.

THE SPEED OF THE BUS.

Continuing, His Lordship said that he found it proved on the evidence that when the bus was passing the junction of the Tokawan Road, it was travelling at the rate of 20 miles an hour. After the bus had passed this point, two passengers desired to alight, and the driver pulled up only to find that the car began to skid. It was quite clear that he lost control of the car, which eventually turned over on its left side, the left gear wheel being broken. The passengers were thrown out, and the plaintiff was injured.

The skidding and the overturning of the bus was not by itself evidence of negligence. In stopping the bus, the driver sharply applied the brakes. For the plaintiff it had been argued that it was negligent to have applied the brakes so sharply, without first reducing the speed. That was also the opinion of Sergeant Smith of the Traffic Department.

HIS LORDSHIP'S ADVISER.

His Lordship further stated that with the consent of both parties he had obtained advice on the evidence from an experienced motorist. His adviser agreed that the accident could not have been caused by a defective wheel. He also said that the bus could not have overturned as it had, unless it was travelling at a speed considerably over 15 miles an hour. Had it only been going at 15 miles an hour, it would have remained upright after the skidding. His adviser was also of the opinion that the most probable cause of the occurrence was the sudden application of the brakes. In his view, and also in the view of Sergeant Smith, the application of the brakes in this manner was a negligent act. The ordinary careful driver would first of all have reduced speed. His adviser had also informed him that the driver had acted wrongly in releasing the brake and going into first gear. His correct course would have been to have uncoupled his engine and applied his brake with a series of slight pressures. Furthermore, he had not turned the steering wheel in the direction of the skid. The driver had acted wrongly both before and after the skidding, and he had therefore been negligent.

Judgment would therefore be given for the plaintiff for the damages claimed with costs.

NO DISCOURTESY.

Concluding, His Lordship said that he desired to record that Mrs. Jones, the plaintiff, was mistaken in supposing that she was treated with any discourtesy by her fellow passengers on the occasion. She was no doubt in very great pain and was not able to observe accurately what took place. Dr. S. W. Tao and his son were passengers on the bus, and that fact alone would set at rest all doubts that anything was omitted in rendering assistance.

Mr. L. R. Andrews was for the plaintiff, and Mr. Strellett represented the defendant company.

DUTCH HONOUR FOR HONGKONG RESIDENTS.

CEREMONY AT THE NETHERLAND CONSULATE-GENERAL.

It has pleased Her Majesty Queen Wilhelmina to appoint Mr. Kwik Djoen Eng and Mr. Sum Pak Ming, two well-known residents of Hongkong, Officers in the Order of Orange-Nassau.

The presentation of the insignia of the Order was made at the Netherland Consulate-General on Saturday by Mr. M. J. Quist, the Netherland Consul-General, in the presence of a number of Chinese and leading members of the Netherland and other communities.

The Consul-General, addressing the gathering, said: To-day, I have an agreeable duty to perform. It has pleased Her Majesty the Queen of the Netherlands, my August Sovereign, to bestow the Officer's Cross of the Order of Orange-Nassau on two of our best Chinese friends in Hongkong—Mr. Kwik Djoen Eng and Mr. Sum Pak Ming. In order to understand the meaning of that decoration, I would state that this Order has been instituted by Her Majesty's Government in order honourably to distinguish Netherland subjects as well as foreigners who have made themselves of special use and benefit to the Crown, the State or to Society in general. Both our friends, standing in our midst to-day, have made themselves useful in one way or another to the Netherlands and the Netherland Colonies.

MR. KWIK DJOEN ENG.

Addressing Mr. Kwik Djoen Eng, Mr. Quist said: You Mr. Kwik Djoen Eng have distinguished yourself as a merchant of great repute and esteem in our Colonies of great repute and esteem in our Colonies, thereby promoting trade, banking and shipping; furthermore you have largely indulged in charity in our Colonies, thereby causing a great deal of relief amongst the poorer classes. How keen you are in entertaining business relations with us, is shown by your reclamation scheme at North Point and the building of a quay wall there, where later on ocean-going vessels may make fast alongside in order to land sugar cargoes from Java. With keen foresight, but also with friendly sentiments, you have entrusted that work to one of our foremost companies for the building of harbour works, viz. the Netherland Harbour Works Company.

MR. SUM PAK MING.

Turning to Mr. Sum Pak Ming, Mr. Quist continued: You have specially made yourself of great benefit to us, the Dutch, by your connection with the Java-China-Japan Line. Especially when that line was opened, your co-operation with the then Head Agent, Mr. Roosegaarde Bisschop, was of the greatest use for the promotion of the rapid development of that steamship company. Your sound advice, your business connections in Hongkong and in South China generally, have proved of the greatest import to that shipping company and you may be contented with the knowledge that you have greatly assisted that company in attaining their first class position in these parts of the world. I am sure that also the Holland-Pacific Line—which was doing so well during the World's War—and the Holland East Asia Line have benefited by your great knowledge and business experience.

UNIQUE OCCASION.

Concluding, the Consul-General remarked: I would not say, gentlemen, that Messrs. Kwik and Sum have been overlooked in all this—that all profits have accrued to us. I am sure that it has paid them to have been connected with Dutch business interests, and I think it will pay them to continue that connection. But this I wish you all to bear in mind that they have assisted the Dutch trade pioneers of the last twenty years and ever peacefully to develop our connections in Hongkong and China and I am convinced that they have both contributed to a great extent to strengthen our hold on business, finance, shipping and harbour development in these parts of the world. I do not think that it has often happened before that two Chinese merchants in Hongkong or China have been so highly distinguished by my August Sovereign as our two friends here. I am inclined to believe that their case is unique and for myself it is a unique occasion in the sense that I have the honour, for the first time of my career of twenty years, and the great pleasure, to present honourable distinctions of this kind.

Messrs. Kwik Djoen Eng and Sum Pak Ming, I will now invest you, in the name of the Queen, with the insignia of Officer in the Order of Orange-Nassau.

The Consul-General having pinned the decorations on their coats, the Consul-General's speech was translated into Chinese by Mr. Li Tsan Fan, the Secretary-Interpreter of the Consulate-General, himself a cavalier in the same order.

Then the Consul-General proposed the toast of the Queen which was duly honoured.

(Continued on next Column.)

PURSE THIEF SENTENCED.

SEQUEL TO CONNAUGHT ROAD INCIDENT.

OFFENDER TO BE PLACED UNDER POLICE SUPERVISION.

Having a record of four previous convictions for offences against the law, a young Chinese, employed as an odd job coolie at the Naval Yard, appeared before Major C. Willson at the Central Magistracy yesterday afternoon charged with theft from the person.

According to the complainant, a Northern Chinese employed as a bricklayer by the Green Island Cement Company, he (the complainant) was walking along Connaught Road Central last Sunday with a friend, when he suddenly felt a tug at his pocket and found that someone's hand had appeared over his shoulder. On turning around he saw the defendant whom he seized. He suggested that the defendant tried to conceal a purse, containing \$3, which had been in his (complainant's) pocket, by holding the article under his topcoat against his chest, but failing to do this effectually dropped it to the ground. From there the complainant picked it up.

Mr. J. Almada Remedios, who appeared for the defendant, said the defence was that it was a case of mistaken identity, and that defendant had not committed a theft. He stated that defendant saw the purse lying on the ground and drew the complainant's attention to the fact, saying here is your purse. Defendant was then accused of picking the man's pocket and was arrested.

His Worship, having taken into consideration the four previous convictions against defendant, complied with the request put forward by the police that the maximum penalty be imposed, and sentenced defendant to six months' hard labour.

It was stated that defendant was already under police supervision, which would expire in 1927, and the police applied that he be placed under further supervision from that date.

His Worship ordered that defendant be under police supervision for a further period of two years.

INTERPRETER REPRIMANDED.

In the early stages of the hearing of the case, Mr. Remedios called His Worship's attention to the fact that when he came into Court he saw one of the Chinese interpreters engaged in the case holding conversation with the complainant and a witness in the case. He was sorry to make the complaint, but thought His Worship should be made aware of what had occurred, at the same time, said Mr. Remedios, he did not cast any reflection on the police in the matter, for he was sure they knew nothing about it.

The interpreter in question told His Worship that he only asked the witness if he had managed to get leave of absence from his manager to come to Court. When the case first came up he (the interpreter) had to explain to this witness about coming to Court and give him a bit for his employer to get leave to attend. He had asked the man if it was all right as he wanted to make sure his interpretation had been understood.

His Worship reprimanded the interpreter and told him he should not hold conversations with people concerned in a case. He remarked to Mr. Remedios that he had not think any harm had been done.

This toast was followed by another one in honour of the two newly-appointed Officers in the Order of Orange-Nassau.

Messrs. Kwik and Sum suitably replied expressing their desire that the deep thanks might be conveyed to Her Majesty for the great honour shown them.

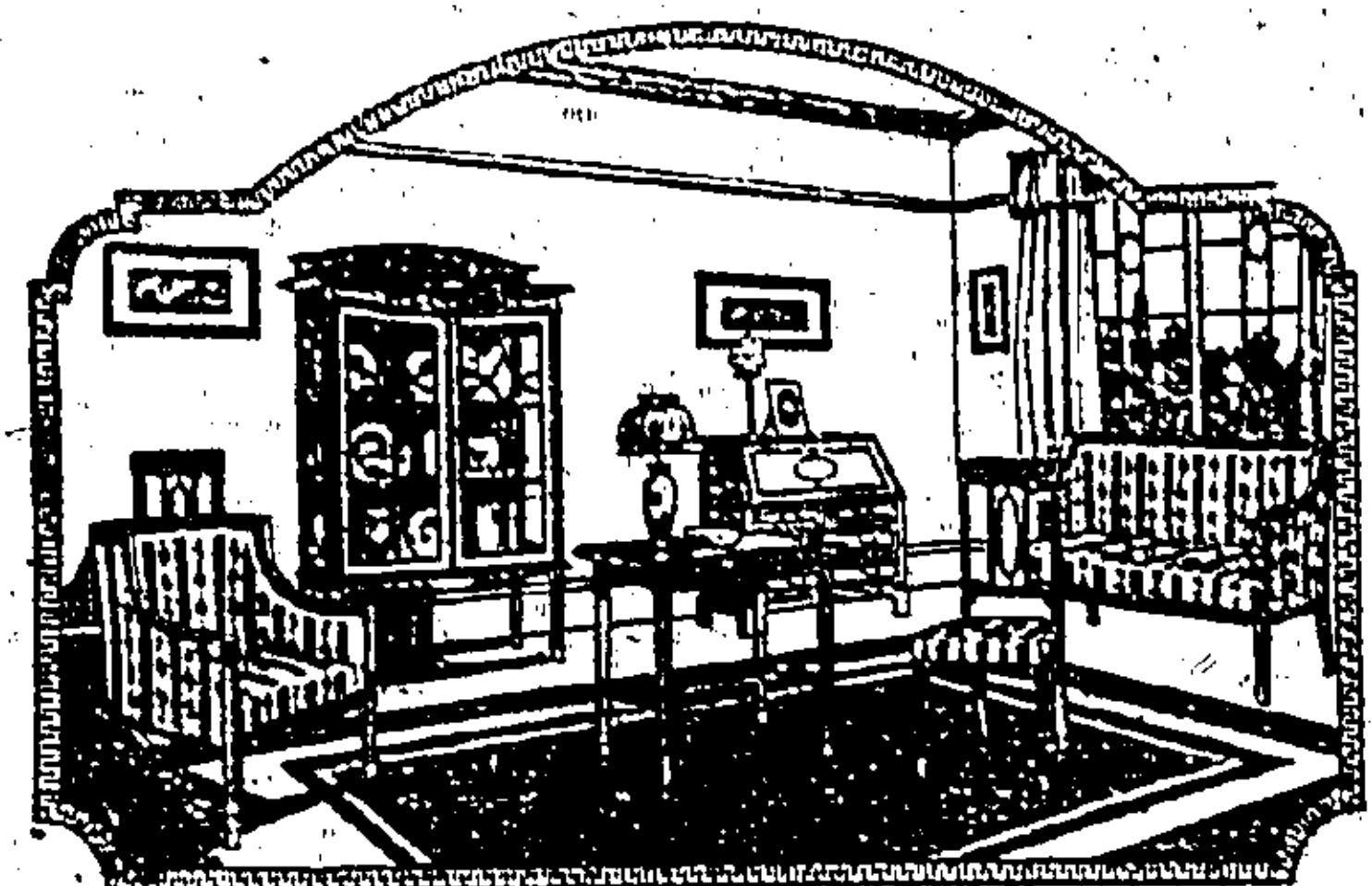
Mr. Kwik Djoen Eng has lived in Java for over 40 years and has been very successful in developing his uncle's, Mr. Kwik Hoo Tong's, firm of Gim Moh in Solo (Sourakarta). He is now one of the biggest sugar exporters from Semarang, Java. He founded a Chinese school at Djoejacarta and the Anglo-Chinese school at Semarang. Mr. Kwik returned to Hongkong, where he established the Chang Seng Company in 1921. It was then that the idea occurred to him to build a quay wall of over 1,700 feet for the accommodation of big cargo steamers which, now very often, have to anchor in mid-harbour. The scheme is now being carried through at North Point. When completed, there will be foreign type houses, shops, domestic tenements, numbering over 400, together with a Confucian School. The whole undertaking is estimated to cost about \$10,000,000.

Mr. Sum Pak Ming has been connected with the Java-China-Japan Line since its establishment in 1903, especially in the capacity of Chinese agent. For many years he was compradore of the German firm of Bornemann & Co., of which he is now a partner. In addition he is the Chinese agent of the Yokohama Specie Bank. In 1917 the Hongkong Government appointed him a Justice of the Peace.

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THE REASON
D1537 O MISTRESS MINE FRANK MULLINS
BLOW, BLOW, THOU WINTER WIND
3899 HOMING LILIAN GIBSON
YOU ALONG O' ME

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112]

[A.P.B.]

NEW ADVERTISEMENTS.

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on MONDAY, the 24th INSTANT.
Hongkong, 19th May, 1926. [3593]

PALACE HOTEL.

BILLIARD HANDICAP.

A BILLIARD HANDICAP, 250 Up will be held at the PALACE HOTEL, Kowloon. SILVER CUPS will be Presented for the First, Second and Third Prizes, and a Special Prize for the Highest Break.
Entrance Fee:—\$3.00
Entries CLOSE on MAY 23rd. [3573]

HONGKONG JOCKEY CLUB.

A MEETING of MEMBERS will be held in the JOCKEY CLUB ROOM, HONGKONG CLUB ANNEX, on FRIDAY, 21st MAY, 1926, at 5 P.M., for the purpose of discussing the Method of acquiring Subscription Gratings for Next Season. The Attendance of all Members interested is Requested.
By Order,
C. B. BROWN, Secretary [3575]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 5th JUNE, 1926 (weather permitting), may be obtained at the RACES CLUB, HONGKONG CLUB and CANTON BAY STABLES. ENTRIES will CLOSE at 12 O'CLOCK NOON on SATURDAY, 22nd MAY, 1926. [3565]

FANLING HUNT STEEPCHASES.

WHITSUNTIDE MEETING.

MONDAY, 24th MAY, 1926.
SADDLING BELL 2.30 P.M.
FIRST RACE 3.00 P.M.
ENTRANCE TO ENCLOSURE AND COVERED STANDS \$1.00 PER HEAD.

MOTOR CARS can be PARKED on the RAIL opposite the GRAND STAND \$5 Per Car.

SPECIAL EXPRESS TRAIN to the Races Leaves Kowloon at 1.15 P.M.
RETURN SPECIAL EXPRESS TRAIN Leaves FANLING STATION at 5.52 P.M.
REFRESHMENTS will be Catered for by THE RITZ. [3561]

KOWLOON BOWLING GREEN CLUB.

EXTRAORDINARY GENERAL MEETING.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS will be held at the CLUB HOUSE on TUESDAY, 25th MAY, 1926 at 8 P.M.
Business:—As posted on Notice Board in Club House.
By Order,
D. GOW, Hon. Secretary. [3568]

NOTICE.

NOTICE IS HEREBY GIVEN that I shall Not be Responsible for any DEBTS contracted by My Wife NORA LEE LOUREIRO residing at No. 330, NATHAN ROAD (1st floor) KOWLOON.
Dated the 14th May, 1926. [3569] WALTER LOUREIRO.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$3 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3472]

TO LET.

COMFORTABLY FURNISHED ROOMS with Private Bathroom and Private Verandah TO LET with Good Board at the SOUTHERN BAZAR, WEST-HAI-WEI. HOUSES on one of the Best Beaches and next to the MARLBOROUGH GOLF COURSE. Special Rates for a Stay of More Than One Month.—Apply to MRS. NIVEN, WEST-HAI-WEI. [3579]

TO LET.

A 4-Roomed FLAT in CANTONMENT BUILDING, Kowloon.—Apply to HUME, PHRYNE ESTATE & FINANCE CO., LTD., Alexandra Building. [3543]

PREMISES TO LET in the DAIRY FARM BUILDING, PENNINGTON STREET, East Point, Floor Area: 1,832 Sq. Ft., Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the SECRETARY, THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [3545]

INTIMATIONS.

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising 6 rooms, 4 bathrooms, servants' quarters, etc., at \$150 and upwards. These comfortable residences, on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENT CO., LTD. [3429]

HONGKONG & TERRITORIAL ESTATES, LIMITED.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS of the Company, "ST. GEORGE'S" BUILDING, No. 6, Connaught Road, on THURSDAY, the 20th MAY, 1926, at 11 O'CLOCK A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the period ended 31st DECEMBER, 1925, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 17th MAY, 1926, until THURSDAY, the 20th MAY, 1926, both days inclusive.
SHEWAN TOMES & CO., General Managers. [3542]
Hongkong, 16th May, 1926.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at the Head Office, UNION BUILDING, HONGKONG, on FRIDAY, 29th MAY, 1926, at 11 O'CLOCK A.M., for the purpose of receiving the Report of the Directors and the Statements of Account, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from MAY 12th to MAY 28th, both days inclusive.
By Order of the Board,
PAUL LAUDER, General Manager. [3519]
Hongkong, May 3rd, 1926.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, HONGKONG, on FRIDAY, 29th MAY, 1926, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 28th, both days inclusive.
By Order of the Board,
PAUL LAUDER, General Manager. [3520]
Hongkong, May 3rd, 1926.

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, HONGKONG, on FRIDAY, 29th MAY, 1926, at 11.30 A.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 28th, both days inclusive.
By Order of the Board,
PAUL LAUDER, General Manager. [3521]
Hongkong, May 3rd, 1926.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, HONGKONG, on FRIDAY, 29th MAY, 1926, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 30th APRIL, 1926.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 24th MAY, to MONDAY, 31st MAY, 1926, both days inclusive.
JOHN D. HUMPHREYS & SON, General Managers. [3578]
Hongkong, 18th May, 1926.

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The Daily Press.

HONGKONG, MAY 20TH, 1926.

REFUSE DESTRUCTION.

REFUSE destructors will sooner or later be installed in Hongkong and we believe the system of burning the Colony's rubbish will be found far more satisfactory than our present method of dumping it into the sea for it to be returned with the tide to our bathing beaches. The subject, as Dr. Koch admitted at the meeting of the Sanitary Board on Tuesday, is a "hardy annual." It has been discussed on repeated occasions in the Legislative Council. That, however, is no reason why it should not be brought forward again and again by those who wish to see the reform carried out and we have no complaint against Dr. Koch on this score. But if there is to be any real progress with these questions reference must be made to the results of earlier investigations and the arguments carried forward from the point at which they were previously abandoned. Otherwise we have simply constant repetition of the old procedure—a few sympathetic references to the object in the view, an expression of opinion that a committee to consider the matter would not do any harm, the appointment of such a committee and then silence.

The last occasion on which the question of refuse destructors was raised in the Legislative Council was during the debate on the estimates in October. The Hon. Mr. HORTON then referred to the expenditure of \$10,000 on a refuse barge and pointed out that the Unofficial Members of the Council were unanimously of the opinion that three refuse destructors should be ordered, one for use at each end of the town and one for Kowloon.

The Government opinion was that incinerators were unnecessary and, in support of this view, the report prepared by Mr. FLETCHER when acting as Colonial Secretary in 1923 was quoted. The report stated that the question had been gone into exhaustively on three occasions, first in 1901, and again in 1900 and 1921.

"On each occasion," Mr. FLETCHER's report continued, "we asked particulars of Singapore, Penang, Kuala Lumpur, and other towns and the replies were most discouraging because of the enormous expense. The capital cost of building runs as high as six and a half dollars per ton of rubbish consumed annually, against our cost of eight cents for all our plant and material. The rubbish is largely of a light vegetable nature and it requires a third of its weight in fuel to consume and leaves a third in slag to be got rid of. The destructor requires complete renewal once every ten years. The question of the disposal of the slag is also a matter of great difficulty. At Home it is very much used for road repairs, but here we have a much better and entirely accessible material in granite. Therefore, this slag would have to be carted away. It could be used in reclamation but it would have to be taken there. The nuisance of these collecting stations on the Fringe would not necessarily be done away with. The town is very narrow and the destructor would have to be at one end or the other and all refuse would have to be taken along the streets as now. An incinerator must be more or less a nuisance to people in the neighbourhood, and I think it would cause much more trouble than the finding of an occasional cabbage leaf on a bathing beach now does."

That is the position, as far as the public are concerned, at the present time. If Mr. FLETCHER's report can be effectively challenged in the light of further information now available that information should be produced. Without such information it would appear hopeless to attempt to dislodge the Government from the stand they have so definitely taken.

We would suggest to the Sanitary Board Committee, therefore, now it has been appointed, that it should work on somewhat different lines to those which have already been followed. Incinerators have given splendid results in England and in many districts, particularly in East London, they have been worked at a great profit and have led to a reduction in the rates. In spite of the experiences in Malaya there seems no sound reason why they should not be a commercial proposition here, and if the Government are not anxious to install them it would be worth while endeavouring to interest some British firm to take the matter up as a business speculation. The by-products from the incinerators have proved to be a source in many cases of considerable revenue. The terrific heat can be used to advantage in generating power for industrial undertakings and the Government might reasonably be expected to subsidise the enterprise to an amount equal to the present cost of rubbish destruction if it is convinced that the work would be carried out more effectively, and under more satisfactory conditions, than is the case now. This is a channel of enquiry from which the Sanitary Committee might reasonably expect some tangible results.

A Chinese whilst excavating on the hillside at Bowen Road on Tuesday, was killed by a fall of earth.

There were two Chinese cases of enteric fever and one Chinese case of small-pox reported during the 24 hours ended May 18th.

The Eastern Extension Cable Company announce that normal working of telegraph communication with Shanghai and beyond has now been re-established.

The Chinese Catholic Young Men's Society are arranging "opening ceremonies" to be held at the hall of the Society, 16, Caine Road, on Saturday, May 23rd.

At the Central Magistracy yesterday, the S.O.A. prosecuted three Chinese bookellers, one of whom was a woman, for selling literature of an indecent nature. Fines ranging from \$25 to \$50 were imposed.

Before Major C. Willson at the Central Magistracy yesterday, Lieutenant E. E. B. Macintosh, R.A., Mount Austin Barracks, was fined \$5 for allowing his dog to be abroad on the Peak Road unmuzzled. A number of Chinese were similarly fined for like offences.

The little son of Mr. R. Taylor, of 119, Wongschoong Road, was bitten by a dog in Kennedy Road on Tuesday. He was treated by Dr. Valentine. A Chinese was also bitten by the same dog. He was sent to the Government Civil Hospital.

Home mail from Siberia arrived yesterday by the s.s. *President Madison*, which came into port late in the afternoon. Twenty-one bags were brought from the United Kingdom in addition to mail from U.S.A., Canada, Japan and Shanghai. Delivery will be made this morning.

Two Chinese interpreters, employed in the Sanitary Department, were remanded for a week at the Kowloon Magistracy yesterday, on charges of obtaining money by false pretences, and demanding bribes from a pork seller at Hunghom. Mr. W. B. Hind appeared for one of the defendants. Bail was allowed in the sum of \$250 each.

The Easna (Ex-Active Servicemen's Association) Bathing Beach at Stonecutters Island is being opened on Saturday for the bathing season. The launch service will operate on Saturdays and Sundays, and on Tuesdays and Thursdays, the launches leaving Blake Pier at 4 p.m. and 5 p.m. The fare for visitors, including tea at the Beach, is 30 cents, but visitors have to be introduced by members.

The Hongkong Tramways, Ltd., announce that for the duration of the present bathing season they will run a special service of cars between the Post Office and Quarry Bay. This service commences to-day and the first car leaves the Post Office at 4 p.m. There will be subsequent cars to Quarry Bay every quarter-hour until 7 p.m. From Quarry Bay the service will be from 4.30 p.m. and at intervals of a quarter-hour afterwards until 7.30 p.m.

DOG MUZZLING ORDER.

ANXIETY TO HAVE THE BAN REMOVED.

THE MAIN "DRAWBACK."

Naturally owners of dogs are continually making enquiries as to when the muzzling order will be removed.

The Police, however, are daily capturing licensed dogs found at large without muzzles, while a fair number of unlicensed animals have been destroyed. In the case of licensed dogs, the owners are proceeded against and small fines have been inflicted by the Courts. But the penalty has never exceeded \$5 though the maximum fine allowed is \$100. After the muzzling order came into force, and the magistrates had dealt leniently with a few early offenders as a warning, it was confidently expected that the fines would be very much heavier for those who continued to disregard the law. But \$5 appears to be the regular "fee" and when that is paid the matter ends. The fear of being muzzled in this small sum will not make careless owners careful and the point to be remembered is that unless all dogs are guarded for a period and kept strictly muzzled there is not much chance of rabies being stamped out quickly or of the muzzling order being rescinded.

There are even now almost daily reports of people being bitten and numbers of dogs are still to be seen without muzzles—especially in Kowloon. The Police have done wonders, as the returns of captures and summonses issued conclusively prove, but as long as some owners flout the regulations there is room for small likelihood of the Colonial Veterinary Surgeon recommending a change in the muzzling order. The remedy obviously appears to lie in the infliction of more serious penalties.

PROPERTY SALES.

There were two property sales yesterday afternoon, one being conducted at the China Auction Rooms, and the other at the salesroom of Messrs. Hughes and Hough.

At the China Auction Rooms, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee a leasehold property situated at Nos. 273 and 275, Temple Street, Kowloon (Section C of Kowloon Island Lot No. 359). This property has an area of about 1,774 square feet, and the annual Crown rent is \$777.

The upset price was \$10,000, with bids of \$100 acceptable. After six bids had been made the property was knocked down to Mr. Fung Sang, of No. 33, Connaught Road, Central, for \$10,800.

At Messrs. Hughes and Hough's auction, two new houses (unnumbered) situated at Tin Liu Street, Sham Shui Po (New Kowloon Island Lot No. 287) were sold to Mr. Lo Mun, No. 8, Yu Chen Street, at the upset price of \$5,000.

DEPARTURE OF REV. T. B. POWELL.

APPRECIATION OF GOOD WORK IN THE COLONY.

The Rev. T. B. Powell, M.A., Assistant Chaplain of St. John's Cathedral, who was for many months acting as Chaplain, is severing his connection with the Colony to-day. During his stay here of nearly two and a half years Mr. Powell has made his mark by his energy and progressive ideas, and he has been instrumental in getting great improvements in St. John's Cathedral carried out.

Mr. Powell is also a keen cricketer and, on his way home, is to play in the Hongkong Interport team against Singapore and the F.M.S.

He will be much missed by his many friends in the Colony who, during the past few days, have subscribed to a parting gift as a mark of their personal regard for him and also of their appreciation of his work in this Colony.

A COSTLY DELAY.

AN ENGLISHMAN'S ESTATE IN HONGKONG.

The late Mr. Montague Beart, of Meoia Sawbridgeworth, Hertford, England, who died at the General Hospital, Shanghai, on November 20th, 1919, left property in Hongkong to the value of \$204,300. Mr. R. F. Mattingley, acting on behalf of Mrs. O. E. Miller, one of deceased's daughters, applied to the Hongkong Supreme Court for the resealing of the will. The application has just been granted.

Grant of probate had been made in regard to deceased's estate in England in 1921, and because the resealing of the will had not been applied for in Hongkong within one year after deceased's death, treble the original duty had to be paid. The amount of the duty paid was \$45,254.

Deceased shared his estate amongst several sons and daughters, all of whom reside in the British Isles.

THE SIXTH PIRACY.

LOCAL JUNK AND CREW CAPTURED.

LOSS OF \$3,000.

Within the last week there have been no fewer than six piracies and one armed robbery on local trading junks and cargo boats. All these outrages, with the exception of the armed robbery which took place on a boat in the Harbour this week, have been committed in Chinese waters, and most of them in the Heung Shan district.

The latest piracy was reported to the Water Police yesterday by the master of a large Hongkong trading junk, who related how a launch carrying two dozen armed pirates captured his boat and kidnapped his crew while the craft lay becalmed. The master himself managed to escape by swimming ashore, and he returned to Hongkong late on Tuesday.

JUNK CAPTURED.

In his report, the master stated that his junk, of 2,600 piculs capacity, carrying a crew of six men and one woman, and with an armament of three cannon, three rifles and six muskets, together with the necessary ammunition, left Hongkong on April 23rd for Tam Chau. There was no cargo on board.

On April 28th Man King Sha, in the Heung Shan district, was reached, and as the junk was unable to proceed owing to being becalmed, the anchor was dropped about 11 a.m. About an hour later, a launch, painted grey, and flying a white flag at her bows, came towards the junk. It was seen that there were about 20 persons on the launch, and further that all were armed with rifles or revolvers. When the launch got alongside, 12 men, four of whom were armed with rifles and the remainder with revolvers, boarded the junk, threatening the crew that if they moved they would be shot. The master of the junk, however, managed to jump over the side and swim ashore.

TOWED AWAY.

Later he saw the pirates slip the junk's anchor and tow the craft away in the direction of Tung Kuen. On April 27th the master engaged a boat to dredge the place where his junk had been anchored, and eventually the anchor was recovered. The master remained at Man King Sha until Tuesday this week trying to locate his junk. On May 16th (Sunday) he received a letter from the pirates asking him to meet his folk at Tai Sha Tan, near Canton, between 6 and 8 p.m. yesterday.

The master then prepared to return to Hongkong and arrived here in a fishing junk late on Tuesday afternoon. He concludes his report to the police by stating that he intended leaving Hongkong on the noon train yesterday for Canton in order to keep the appointment mentioned by the pirates. Presumably he did so.

The value of the junk and arms, etc., is estimated at \$3,000.

NEW RAILWAY
TROUBLE.UNIONS ALLEGATIONS AGAINST
COMPANIES.

COAL TRADE DEADLOCK.

[THROUGH REUTER'S AGENCY.]

LONDON, May 19th.

After a meeting of the Miners' Executive to-day, Mr. Cook said the position was a deadlock. The Executive refused to agree to any alteration in hours or wages.

DUTCH EMBARGO REMOVED.

AMSTERDAM, May 19th.

The Transport Workers International have removed the embargo on the export of coal and food to Britain, and also the prohibition on the bunkering of British vessels. It is conceivable, though improbable, that the embargo will be reimposed on coal exports in the event of the British Transport Workers refusing to handle foreign coal.

RACING TO BE RESUMED.

LONDON, May 19th.

The Stewards of the Jockey Club and the National Hunt Committee have received a communication from the railway companies that they are prepared to deal with race-horse traffic for race meetings, and have therefore given their sanction for racing to be resumed on Friday. The Doncaster and Salisbury meetings fixed for Thursday (to-day) and Ayr on Friday were abandoned.

UNIONS AND RAILWAYS.

LONDON, May 19th.

Further railway trouble has arisen according to an official statement issued at the conclusion of a joint meeting of the three railway trade union Executives in London to-day evening, which says that the trouble is due to the failure of the railway Companies to reinstate large numbers of employees under the terms of the settlement reached between the Companies and the Trade Unions last Friday. The Unions have received very strong complaints from branches all over the country, particularly on the northern lines. The Unions have decided to ask the companies for an immediate meeting to discuss the difficulties.

CHEERS FOR THE TROOPS.

LATER.

A scene recalling the end of the war and also the return of the C.I.V. from South Africa took place in the City to-day when the First Brigade of Guards and the 1st Middlesex, 4,000 strong, marched from dockland, where they had safeguarded food supplies in the strike, to Waterloo, en route to Aldershot.

Eager thousands filled the streets and cheered the mile-long procession of troops, who were in campaigning kit, with steel helmets, gas masks and fixed bayonets.

The Lord Mayor, robed and standing on the steps of the Mansion House, took the salute as the column passed, the bands playing "Rule Britannia."

NO RACING YET.

LATER.

The Stewards of the Jockey Club and the National Hunt Committee are unable to obtain guarantees from the Railway Companies that they will deal with race horse traffic and consequently are unable to issue any statement with regard to the resumption of racing.

The Chairman of the Doncaster Race Committee has consequently cancelled the arrangements for the Doncaster meeting.

[BRITISH WIRELESS SERVICE.]

THE COAL PROBLEM.

RUGBY, May 19th.

The Government's proposals for a settlement of the coal strike were examined this afternoon by a full Executive of the Miners' Federation and, at the conclusion of the meeting, the members had an interview with the Prime Minister at the House of Commons. The Prime Minister was accompanied by Sir Arthur Steel Maitland, Minister of Labour, Lord Birkenhead, Mr. Neville Chamberlain, and Colonel Lane Fox, Secretary for Mines.

(Continued on next column).

[THROUGH REUTER'S AGENCY.]

CAIRO CONSPIRACY.

ONE MAN SENTENCED TO DEATH.

CAIRO, May 19th.

The closed Court, regarding the Cairo conspiracy has announced to the papers that in this connection Mohamed Fahmy Ali has been sentenced to death. Judgment as regards the other accused will be announced on the 25th inst.

DISARMAMENT.

HEER LOUDON APPOINTED
CHAIRMAN OF CONFERENCE.

GENEVA, May 19th.

Heer Loudon (Holland) has been appointed Chairman of the Preparatory Committee of the Disarmament Conference, after M. Boncourt (France) declined to be nominated by Viscount Cecil on the ground that he had argument to advance and therefore his place was not in the chair.

THE BRITISH VIEW.

Viscount Cecil opened the proceedings with a clear exposition of the British view of disarmament. He said that Britain was most anxious for a reduction of armaments in view of the financial position and unemployment in Britain, and pointed out that Britain was in a special position as compared with other countries. The British army did not depend on the size of the armies of other countries, but besides garrisoning Britain, the army had to discharge the overseas requirements of India, Egypt, Mesopotamia and Palestine. As regards the navy, a number of cruisers were required owing to British overseas possessions, while the air force depended on the size of the force of other countries.

He concluded that "we must find a basis on which for disarmament and, with goodwill, we will attain that object."

A general discussion took place in explanation of the proposals submitted by the Government and, at the conclusion of the meeting, which lasted for two hours, it was stated that the Miners' Executive would meet again to-morrow morning.

Highly technical questions are involved in the proposals and the Miners' Executive are naturally eager to be able to place a full statement of the Government's plan before their delegates conference which is called for Thursday.

District Associations of colliery owners also are considering their policy in the light of the Government's indication of what it considers the rates of wages should be and of the possibility of a new Wages Board schedule, which would aim at ensuring a long period of peace in the coal industry. Hopes that a move for re-opening negotiations may begin on Thursday are based on the fact that in addition to the Miners' Delegate Conference, the Central Committee of the owners' organisation has been summoned for that day. Newspapers anticipate that a Minister of the Crown will keep in close touch with both sides for mediation purposes when the question of wages rates reaches a state of direct negotiation.

COAL SUPPLIES.

To-day is the 18th day of the coal strike and large consumers are feeling the effects of shortage of stock. This factor has restricted the movement towards the restoration of normal conditions in many industrial areas and, although considerable supplies of fuel are available, economy in its use is being exercised. When at the week-end, the railways were able to resume more or less normal services, the Companies had large stocks on hand. Representations have, however, been made to them by the Minister of Transport to conserve supplies and it was today announced that on the southern system, train services will be restricted to from 30 to 50 per cent. of those normally in operation. Railway managers were called together this evening to consider the question of the conservation of supplies and it is reported that the restrictions to be decided upon will include the cancellation of excursion facilities during next Whitsuntide holiday, as well as a general reduction in the normal time table of passenger trains.

COST OF "BRITISH GAZETTE."

The London County Council to-day approved a special estimate of £50,000 in respect of matters arising out of the state of emergency during the strike.

In the House of Commons Mr. Churchill, in reply to a question, stated that approximate figures available indicated that the gross cost of establishing the British Gazette during the general strike was about £22,000 but the total net loss would probably not exceed £10,000. He said it was a surprisingly small charge, considering the difficulties that had to be overcome and the short period of publication.

THE FALLING FRANC.

NEWSPAPER VIEWS ON THE
SITUATION.FOREIGN SPECULATORS
RESPONSIBLE?

[THROUGH REUTER'S AGENCY.]

LONDON, May 19th.

M. Raoul Peret has left for Paris. In a conversation with Reuter he said he was satisfied with the result of his conversations with Mr. Churchill. "We have arrived at nothing definite yet, but it is better perhaps to go slowly where each party has to make concessions."

PARIS, May 19th.

The spectacular fall in the franc is the chief topic. The *Petit Parisien*, referring to the Churchill-Peret conversations, asks how can it be hoped to conclude a permanent agreement in the face of the disastrous fall in the franc? The paper adds operations on the Paris Bourse cannot account for the slump, and concludes that foreign speculations must be responsible.

The *Echo de Paris* says M. Briand has consulted financial experts, who have urged the necessity of a truce between the parties with a view to restoring confidence. The *Echo de Paris* is of the opinion that not a minute is to be lost in taking effective measures.

PARIS, Later.

The *Figaro* reproaches the previous Government for neglecting the country's finances, and declines to believe that the position is desperate.

The *Journal* complains that the Government's weakness in yielding to the demands of voracious foreigners, who from Washington and London swoop down the French pockets like birds of prey.

The *Guillaume* alleges that British and American speculators are deliberately responsible for a campaign to force down the franc.

The *Ere Nouvelle* says that it is in the interest of France's creditors to help the franc, but only as an act of friendship. France will never submit to a financial protectorate. We cannot let the foreigner occupy the Banque de France.

FRANCO-BRITISH DEBT.

LONDON, May 19th.

At the conclusion of further conferences between M. Peret and Mr. Winston Churchill and also Franco-British financial experts to settle the outstanding points on which an agreement was not reached in previous negotiations, a communiqué was issued stating that the ground had been thoroughly explored in the spirit of cordiality and a friendly tone.

M. Peret returns to Paris to-morrow to meet the French Cabinet and hopes to return to London shortly. In the meantime, French experts will continue conversations with experts at the British Treasury.

FURTHER SLUMP.

LONDON, May 19th.

In consequence of continuous selling, francs further slumped to closing at—France, 172; Belgium, 173.

BOMBAY RECLAMATION
SCANDAL.COMMITTEE OF ENQUIRY TO BE
APPOINTED.

LONDON, May 19th.

The India Office announces that at the request of the Government of Bombay, the Government of India has decided to appoint a Committee of Enquiry in connection with the Backbay Reclamation scheme regarding which there has been so much scandal.

THE COTTON TRADE.

PLAN FOR BASIC SELLING PRICES.

LONDON, May 19th.

A private meeting of the American Section of the Master Cotton-spinners' Federation of Manchester, has unanimously approved a plan for basic selling prices of American yarns and has empowered the Short Time Committee to take a ballot on a scheme they will draw up as soon as possible for a plan to be worked in conjunction with short time.

THE POLISH REVOLT.

MORE THAN 300 KILLED IN
RECENT FIGHTING.

WARSAW, May 19th.

Altogether 310 were killed in the recent fighting here. Members of the Government attended the funeral, which was held at the State's expense.

[THROUGH REUTER'S AGENCY.]

ENGLISHMEN SENTENCED.

FRENCH ESPIONAGE CASE COMES
TO AN END.

PARIS, May 19th.

A second Correctional Court has sentenced an Englishman, named John Leather, to three years imprisonment and a fine of 3,000 francs, and also two other Englishmen, named Ernest Philipps and William Fisher, each to two years' imprisonment and a fine of 2,000 francs, and two Frenchwomen, named Marthe Moreuil and Andree Leleuvre, each to six months' imprisonment and a fine of 50 francs, on charges of espionage.

Marthe Moreuil was granted the benefit of extenuating circumstances but was refused exemption of her punishment often granted to denouncers of spies on the ground that her first declarations in Court were false and calculated to mislead.

The Court was satisfied regarding the existence of an espionage agency, including the three accused men, in the service of a foreign Power which was kept informed of the French Navy and aviation, ports and war material. The two women obtained the aviation information. Marthe Moreuil making several visits to St. Raphael and Brest to make the acquaintance of young French naval officers.

[In the course of her volunteered information, at a Magisterial hearing Marthe Moreuil admitted that she had been engaged in espionage work since March last on behalf of certain British merchants, stated to be dealers in wireless apparatus. She stated that she had been investigating the number, make and capacity of aeroplanes at the bases at St. Nazaire, Bordeaux, Hyeres, and St. Raphael, and the organisation of aerodromes.]

THE KHALIFAT.

GENERAL ISLAMIC ASSEMBLY TO
BE CONVOKED.

CAIRO, May 19th.

It is understood that the Indian delegate, Enayat Allah Khan, has submitted a lengthy report to the Khalifat Congress, proposing:

Firstly, the formation of a permanent committee composed of representatives of all Moslem countries;

Secondly, the formation of local Congress to draw up principles to serve as the basis of discussion at future Congresses;

Thirdly, that no decision be taken on the question of the Khalifat until an agreement has been reached among Moslems;

Fourthly, the formation of a central fund to cover the expenses of the permanent members of Congress, and

Fifthly, the suppression of rites. A committee was appointed to examine the condition of and the need of a Khalifat, and after a lengthy discussion an agreement was reached with regard to the requisite conditions for the future of the Khalifat.

A second committee was appointed to examine the question whether it is possible at present to find a Khalifat embodying both legal and religious conditions. It was also decided to convoke a general Islamic Assembly.

DUTCH BULBS.

SECOND CHAMBER AND
AMERICAN ALLEGATIONS

THE HAGUE, May 19th.

In the Second Chamber, Herr Lovink raised the question of the United States prohibiting the importation of plants and bulbs from the Netherlands on the ground that they were diseased.

Heer Kan, Minister of Agriculture, said, he agreed with Heer Lovink that the method followed by the United States was unjustified. Dutch plants were not diseased but America was following the Monroe doctrine and excluding plants and bulbs at present cultivated in America. The Government was going to re-open negotiations with the American Government with a view to having this unporting treatment stopped.

INDIAN RIOTS.

SERIOUS COMMUNAL DISTURBANCE
IN BENGAL

CALCUTTA, May 19th.

A communal disturbance at Kharagpur, Bengal, resulted in five persons being killed and 21 seriously injured.

CRICKET AT HOME.

THE COUNTY PROGRAMME.

LONDON, May 19th.

Rain intruded to the Nottingham satisfaction in the game against Warwickshire at Birmingham, but though they were saved from defeat, the points for the first innings lead went to the Warwick team. Notts failed miserably in both innings and when stumps were drawn for the last time in the match they had just equalled the Warwick first innings score with one wicket to fall. The Notts first innings was conspicuous for a fine feat by Partridge, the Warwick bowler, who took five wickets at a cost of 14 runs.

The scores were:—

Notts: 87 and 114 (for 6 wickets).

Warwick: 201.

Parsons and Santall between them made 127 of the Warwick total, the former scoring 71, and Santall making 55. Richmond bowled magnificently throughout, taking seven wickets for 30 runs.

KENT PROGRAMME BEGINS.

In their first match of the season Kent defeated Gloucester by seven wickets at Gravesend. Gloucester made just over the two hundred in each innings, but Smith was the only batsman to put up any resistance to the bowling. In the first innings he batted finely for 86, and his second innings contribution was 61.

The scores were:—

Gloucester: 204 and 203.

Kent: 320 and 93 (for three).

Ashdown and Seymour were top scorers for Kent, the former making 83 and the latter 60.

A CLOSE GAME.

In spite of a fine bowling performance by Tate in the Somerset second innings, Sussex were defeated at Brighton by twenty-nine runs. From the Sussex point of view it was a Bowley match, for the first wicket batsman not only scored over the half-century in each innings, but took seven wickets for 57 in Somerset's first innings.

Sussex made a fine effort to pull the game out of the fire in their second innings, the scores being:—

Somerset: 233 and 143.

Sussex: 106 and 239.

Bowley scored exactly half the Sussex first innings total, batting superbly for 54. Tate took six Somerset wickets for 33 runs when they went into bat for the second time, and Bowley was again prominent with 78 when Sussex replied.

THE AUSTRALIANS.

M.C.C. MATCH LEFT DRAWN.

LONDON, May 19th.

There were only five thousand spectators at Lord's to-day in view of the extreme doubt of any conclusion being reached. The match was left draw.

The Australians took all day yesterday to score 252, and to-day's play was in distinct contrast.

Ponsford and Richardson, defending the last wicket, went for the bowling on a soft easy wicket, and scored rapidly all round. The pair were undefeated when Collins declared at 383 for nine. They had added 119 runs in a hundred minutes, and Ponsford (43 not out overnight) had passed his century with 10 runs to spare. Richardson scored exactly fifty. Nigel Haig had the excellent figures six wickets for 102.

The M.C.C. had a very bad time before stumps were drawn, five wickets falling for only 83 runs.

The scores were:—

M.C.C.: 190 and 83 (for 5 wickets).

Australia: 383 (for 9 wickets dec.).

DAVIS CUP TENNIS.

ARGENTINE AND ITALY
SUCCESSFUL.

BARCELONA, May 19th.

The Davis Cup match between Argentina and Hungary played here resulted in a win for the Argentinians by three matches to two.

ROME, May 19th.

Italy eliminated Holland in the second round of the Davis Cup Competition. The home side won three of the five matches played.

BOXING.

PAOLINO BEATS HEAVYWEIGHT
CHAMPION ON POINTS.

BARCELONA, May 19th.

In a contest for the heavyweight championship of Europe, the Spaniard, Paolino, beat the Italian holder, Spalla, on points. The winner takes 80,000 pesetas and the loser 40,000 pesetas.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI FRAUD CASE.

EUROPEAN ARRESTED IN HONG-
KONG SENTENCED.

SHANGHAI, May 19th.

The trial was concluded here to-day of Mr. F. H. Johnston, who was arrested in Hongkong on May 9th, and brought to Shanghai to face a charge of fraud.

Defendant was found guilty, and was sentenced to six months' imprisonment with hard labour.

The accused, who is 31 years old, belonged to a well-known family. He installed himself in offices as the Johnston Trading Company and bought Tls. 3,000 worth of socks from a local Chinese factory, which he mortgaged with another Chinese for \$1,500, afterwards absconding without paying for the consignment. He was tried by Judge Grain and a Jury.

CONSULAR APPOINTMENT.

COMMANDER ROSSI PROMOTED
TO PEKING.

SHANGHAI, May 19th.

The *North-China Daily News* states that Commander Rossi has been appointed Italian Chargé d'Affaires in Peking. His departure will make the American Consul, Mr. Cunningham, the Senior Consul, here.

GOLF SENSATION.

AMERICAN WALKER CUP TEAM'S
CRUSHING DEFEAT.

LONDON, May 19th.

The American Walker Cup representatives, heralded as the strongest amateur team of golfers to leave America's shores, and nicknamed in America "The Invincibles," were defeated in sensational fashion at Working to-day, a team of "Moles" captained by the ex-amateur, Mr. James Harris, winning five games straight in foursomes. There was no fluke about the victory, the best resistance put up being that of Ouimet and Jesse Guildford, who lost by two holes.

The scores were:—

THE "MOLES."

J. Harris and Major Hazlet (4 and 3).....	1
J. B. Torrance and J. B. Beck (3 holes).....	1
Layton and Gillies (3 and 1).....	1
Powell and Murray (4 and 3).....	1
Fairlie and Roberts (5 and 4).....	1
	5

AMERICA.

Bobby Jones and Sweetzer.....	0
Ouimet and Guildford.....	0
Gardner and Watts Gunn.....	0
Von Elm and Mackenzie.....	0
Standish and Waldo.....	0
	0

The teams met in the afternoon and the Americans this time proved successful by 3½ games to 1½. Standish and Waldo down five and four in the morning, defeated Fairlie and Torrance in the second game by seven up and six to play.

The sides were paired off a little differently in the afternoon, the results being:

"MOLES."

Layton and Gillies.....	0
Beck and Powell (halved).....	1
Murray and Harris.....	0
Hazlet and Roberts (2 and 1).....	1
Torrance and Fairlie.....	0
	1½

AMERICA.

Guildford and Ouimet (4 and 3).....	1
Jones and Watts Gunn (halved).....	1
Von Elm and Sweetzer (2 and 1).....	1
Mackenzie and Gardner.....	0
Standish and Waldo (7 and 6).....	1
	3½

[REUTER'S AMERICAN SERVICE.]

BAN ON GERMAN CAPTAIN.

KARL BOYED REFUSED ADMIS-
SION TO U.S.

WASHINGTON, May 19th.

The State Department has indicated that it felt that public opinion in the United States would support the reported action of the American Embassy in Berlin refusing to issue a passport for Captain Karl Boyed, an ex-naval attaché to the German Embassy in Washington, whose dismissal from Washington for a violation of the neutrality laws of America was one of the dramatic incidents leading up to the entry of the United States into the war.



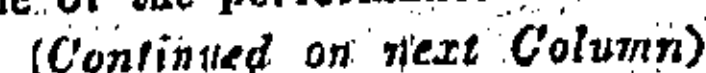
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SANATOGEN

[A.P.B.]



HONGKONG



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Journal of Interpersonal Violence 26(10)

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CONSIGNEE NOTICES**NOTICE TO CONSIGNEES.****OCEAN STEAMSHIP CO., LTD.****CHINA MUTUAL STEAM NAVIGATION
CO., LTD.**

CONSIGNEES of Company's Steamers
"EUMAEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 19th May.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th May will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th June, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 19th May, 1926. [3581]

PRINCE LINE FAR EAST SERVICE.**NOTICE TO CONSIGNEES.****FROM NEW YORK.****THE Motor Vessel**

"MALAYAN PRINCE"
having arrived from the above Port. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 19th May 1926, at 10 a.m.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, 1926, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **FURNESSE (FAR EAST) LTD.,** 2nd Floor, King's Building, Cross Street, Hongkong.

Telephone No. 5165.

Hongkong, 19th May, 1926. [3583]

NOTICE TO CONSIGNEES.**PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER****"KIDDERPORE"****ARRIVED HONGKONG ON 18th May, 1926.****FROM BOMBAY, COLOMBO AND
STRAITS.**

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co's Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 4 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Gordon & Doveias at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 7th June, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MAKENZIE & Co., Agents.

Hongkong, 18th May, 1926. [3577]

NOTICE TO CONSIGNEES.**AMERICAN & ORIENTAL LINE.****FROM NEW YORK.****THE Steamship****"LUCERIO"**

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th May, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 25th May, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 22nd May, 1926, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **THE BANK LINE, LTD.,** General Agents.

Hongkong, 18th May, 1926. [3578]

THE TOURIST IN FRANCE.**DID HE UNDERSTAND?****SOME POPULAR MISCONCEPTIONS.**

There were thousands of Englishmen in France during the Easter holiday; and they saw many things. And yet, after having had an opportunity of talking with some of them, says a Paris correspondent, I am amazed, not at the ignorance—for ignorance is to be expected, and it may at least be accompanied by an open mind—but at the numberless misconceptions which survive in England about the elementary characteristics of the French people. Of all that these Englishmen have seen, what can they have understood?

Most Englishmen imagine that France is a Roman Catholic country. In reality there is a sharp division, which is the most permanent and indeed the only permanent line of cleavage in French politics, and separates the Catholics from those who regard the Church not merely with indifference, but with distrust, and sometimes with hatred. From this division, which forms two parties in every village, has arisen a secular majority which gives France her severely secular Republic; her severely secular education, her civil marriages—obligatory whether there is a religious service or not—her secular funerals with no ceremonies but the speeches. It is this secular majority which is just now holding an important congress "La Semaine de la défense laïque."

Most Englishmen regard the Frenchman as frivolous and careless, as well as deplorably lacking in sexual morality. In fact, he is conscientious, frugal, and economical, with an almost fiercely exclusive attachment to his family life. The ease with which he can be engaged in conversation does not indicate any opening of friendship, any more than the frankness with which he will discuss any form of vice indicates a vicious tendency in practice.

THRIFT AND AVARICE.

Few Englishmen know what is the worst defect in the French character. It is avarice. Almost every day the newspapers can tell some story not only of men, but of women, dying in rags and almost in starvation in a bed below which there are hoarded stores of notes and gold. On the other hand, this greed for money makes the French the easiest prey of all people to the speculative company promoter, and savings collected for years with incredible thrift, are lost in a month. It is this avarice which makes it impossible to tax the Frenchman unless it is in some form under which he does not know that he is paying. And yet, if his very strong sense of sentimental patriotism can be touched, he can be induced to give even to the State, when he can never be forced to pay; and that is why the provision in the new law for the receipt of voluntary offerings may produce what will perhaps seem abroad to be a surprisingly large return, and why the President of the Republic and the Finance Minister, heading the list with 50,000 and 10,000 francs respectively, as they have done this week, may have even more effect than the gift of millions made by the proprietor of the *Figaro*.

Most Englishmen imagine the Frenchman to be brilliant rather than industrious, witty rather than sensible, excitable rather than patient. They do not know his long hours of unremitting work, his philosophic gaiety in misfortune, his constant memory for friends as well as for enemies. In physical prowess his real admiration is for feats of endurance, as is shown by the continued popularity of the six days' continuous bicycle race, which is once more being disputed at the Velodrome d'Hiver. One member of each competing pair in this relay contest is in the saddle day and night, and at any hour in the twenty-four there are spectators and partisans to be found in the galleries surrounding the "arena." If the Frenchman were not patient would he wait in queues, not only at the theatre, but at the post-office, and even at the tax collector's?

EQUALITY IN THE HOME.

Few Englishmen realise that there are not many towns in France, and that there is a far larger peasant than urban population; that in every family the wife takes at least an equal share of control with her husband and generally holds the purse strings; above all, that France is socially as well as politically democratic, and that "monseigneur" cannot be translated "sir."

The French, who are born with "savoir faire" and are trained to good manners—which does not mean that they are not sometimes very rude—resent the fault of awkwardness almost as much as those of conscious incivility. The knickerbocker suit on the boulevards still hurts the Parisian pride of capital, and a French paper the other day remarked that when a funeral passed the "Place de l'Opéra," none of the Englishmen raised their hats.

And yet, of all the foreign tourists in Paris, the Englishman remains undoubtedly the best liked. The French may find fault with him. They may laugh at him still more; but they get on very well with him. Democrats though they are, their chief complaint against him at present is that he is drawn from a less cultivated social level than he used to be. They continue to believe that a large part of the British working class is using the dolo to pay for its trip to Paris.

A HUNDRED YEARS AGO.

The *Enterprise* steamboat arrived at Calcutta in perfect safety, after a passage of 113 days from Falmouth. This first attempt at steam navigation between Great Britain and India, is a complete failure as to the saving of time, and it will become a question as to how far this mode of conveyance is preferable to the old mode of sailing. A decided proof, however, has been given of the application of steam to voyages, however long or dangerous.—*The Observer*, April 9th, 1826.

MOTHER OF 23 CHILDREN.**HAPPINESS IN BIG FAMILIES.**

TOWNSEND, April 6th.

A Tonbridge woman, Mrs. Emily Lucas, of Baltic-road, is now the happy mother of 23 children.

Her 23rd baby was born yesterday, and thus she equals the record for size of family recently established by Mrs. Goldsmith who lives in another part of the town.

Both women have slender means but no regrets.

Mrs. Lucas lost her first husband and three sons in the war, and is now the wife of Thomas Lucas. There are seven girls and 13 boys living. Three times in eight years she had twins.

Mr. Lucas is a traction engine man, earning about £2 a week. The mother makes the children's clothes and the father does the shoe repairing and also acts as family barber.

"It is not difficult to be happy," Mrs. Lucas told me. "My kiddies make my happiness for me. I was married when I was 18."

Mrs. Goldsmith's outlook is equally cheerful. Her husband is an employee of the Southern Railway. Mrs. Goldsmith is a native of East Peckham, and they were married 27 years ago. She is still on the sunny side of 50. Only 13 of their family of 23 survive—10 boys and three girls, all strong and healthy.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., a boatman was fined \$5, with the alternative of five days' hard labour, for mooring his boat inshore, at a distance of less than 100 yards from low water mark.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 263, of which one steamer carried 173.

The R.M.S. *Empress of Russia*, which has been delayed at Shanghai, will arrive about four o'clock this afternoon, and will sail again for Manila the same evening. The *Empress* liner brings mail from Home via Canada, U.S.A., Japan and Shanghai.

A notice to mariners issued by the Commissioner of Customs at Shanghai, under date of May 12th, states that Masters of vessels are requested not to enter the Whampoa River between sundown and sunrise, unless they are in a position to proceed directly to their allotted wharves or berths assigned to them by the Harbour Office. The growing congestion in the Harbour renders it imperative in the general interest, that vessels except for the purpose of avoiding collision, do not anchor anywhere in the Whampoa, without the cognisance of the Harbour Authorities. This does not apply to vessels anchoring for the purpose of swinging, prior to proceeding to an allotted berth or wharf.

**SUNRISE AND SUNSET IN
HONGKONG.****FOR MAY, 1926.**

(STANDARD TIME OF THE 120TH MERIDIAN
EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
May 20th.....	5.41 a.m.	6.58 p.m.
" 21st.....	5.41 "	6.59 "
" 22nd.....	5.41 "	6.59 "
" 23rd.....	5.41 "	7.00 "
" 24th.....	5.40 "	7.00 "
" 25th.....	5.40 "	7.00 "
" 26th.....	5.40 "	7.01 "
" 27th.....	5.40 "	7.01 "
" 28th.....	5.39 "	7.02 "
" 29th.....	5.39 "	7.03 "
" 30th.....	5.39 "	7.03 "
" 31st.....	5.39 "	7.03 "

**Two minds -
One smoke**

All the world over there are two points of view—the man's and the woman's. But their views on cigarettes are identical. They both will have only the best—

STATE EXPRESS

VIRGINIA CIGARETTES

555**Made by hand
One at a time**MADE IN LONDON
by ARDATH TOBACCO Co., Ltd.**BE SURE &****Heal it with
Zam-Buk!**SOOTHING AND
HIGHLY ANTISEPTIC.

For all manner of skin diseases and injuries Zam-Buk is always the safest, surest and most positive remedy to apply.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock.—Taiping, Chiat Yik, Passet, Kwai Sang, Chak Sang.
Taikoo Dock.—Clara, Jebson, Tung
On, Shansi, Conus.

ON SALE.

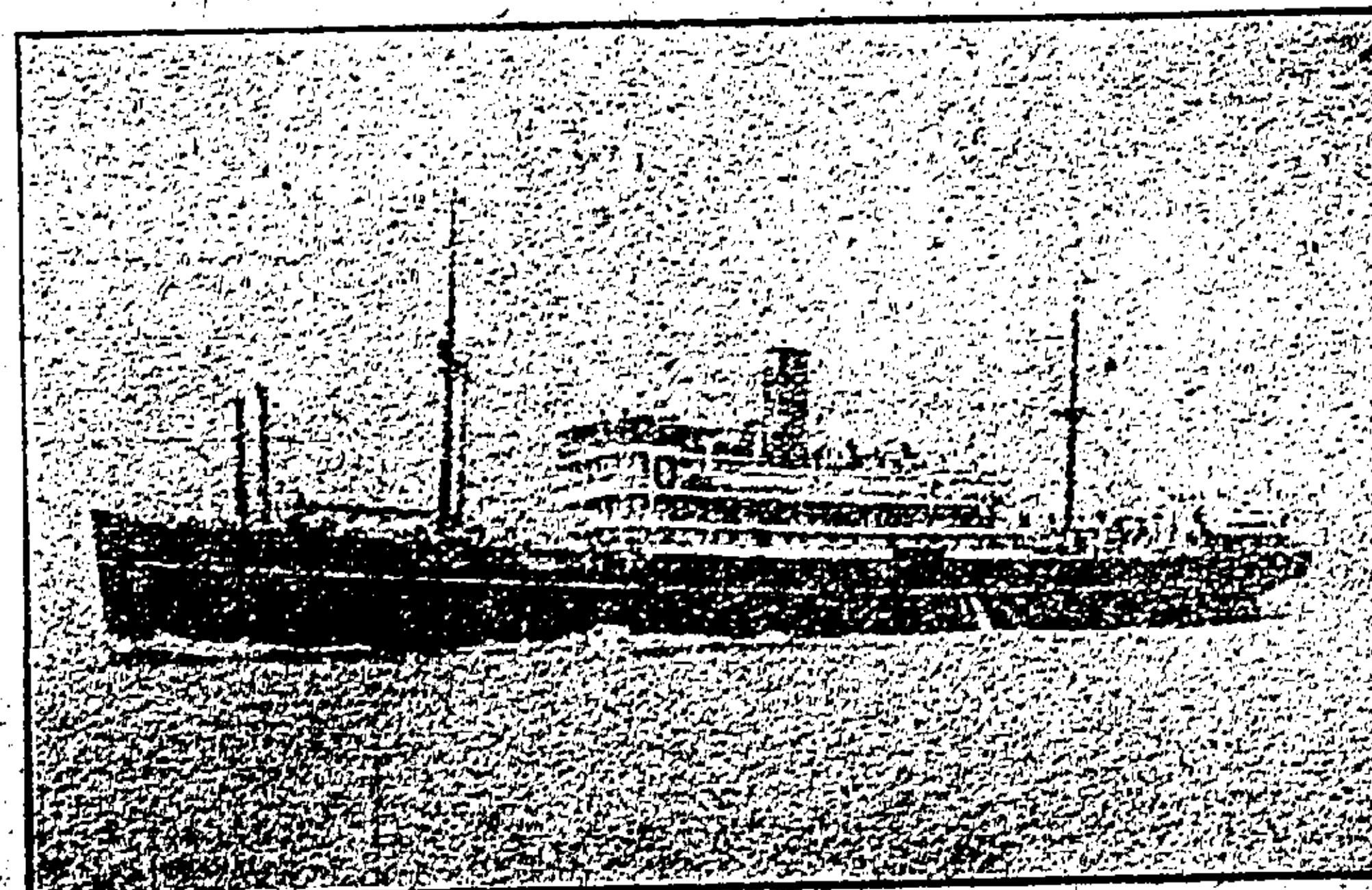
BOUND VOLUMES of the **HONGKONG
WEEKLY PRESS**, January to June, 1925.

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Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

SHIPPING NEWS.

ARRIVALS.

May 19th.
Hermes, Dutch motor ship, 2,313 tons, Capt. P. Schaap, from Balikpapan, which port she left on May 11th, with fuel oil, lying at North Point. — Asiatic Petroleum Co.
Lucerne, British str., 4,169 tons, Capt. Andrew S. Reed, from New York and Manila, the former port she left on March 19th and the latter on May 18th, with a general cargo, lying at Standard Oil Co. Wharf.—Bank Line.
Kai Tik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a cargo of cattle, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.
Tak Hing, Chinese str., 103 tons, Capt. Lo Shan, from Nam Tau, with vegetables and fish, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.
May 19th.
Apsey, British str., 1,778 tons, Capt. W. Anderson, from Singapore, which port she left on May 13th, with a general cargo, lying at buoy No. 430.—Wo Fat Shing.
Eumene, British str., 4,510 tons, Capt. J. W. Beal, from Birkenhead and Singapore, the former port she left on April 16th and the latter on May 14th, with a general cargo, lying at Holt's Wharf.—B. & S.
Hutchings, British str., 1,257 tons, Capt. A. H. Stewart, from Amoy, with a general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.
Hu Sung, British str., 3,293 tons, Capt. J. M. Wright, from Kobe and Amoy, with a general cargo, lying at Stonecutters.—Jardine, Matheson & Co.
Hsiao Moan, Japanese str., 2,347 tons, Capt. H. Kayama, from Keelung, which port she left on May 10th, with 515 tons of general cargo, lying at O.S.K. Wharf.—O.S.K.
Hutchings, British str., 1,257 tons, Capt. J. Nisbet, from Tientsin and Weihaiwei, the latter port she left on May 14th, with a general cargo, lying at buoy No. 430.—B. & S.
Leopold, Spanish str., 2,564 tons, Capt. L. Chaffard, from Kobe and Shanghai, the latter port she left on May 14th, with a general cargo, lying at buoy No. 430.—B. & S.
Nagata Maru, Japanese str., 1,321 tons, Capt. K. Jo Fukuda, from Singapore, which port she left on May 12th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
Sue Kong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 430.—Wing Yit & Co.
Tai Yee Ma, Chinese str., 102 tons, Capt. Lai Yee Ma, from Kwang Chow Wan, with a general cargo, lying at buoy No. 430.—Wing Yit & Co.
Tung Ma, Japanese str., 4,228 tons, from Melbourne and Manila, the latter port she left on May 14th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.
West Cayote, American str., 3,172 tons, Capt. E. P. Wendt, from Portland and Shanghai, the latter port she left on May 16th, with a general cargo, lying at buoy No. 421.—Columbia Pacific S.S. Co.

CLEARANCES.

May 19th.
Baron Castle for Macassar.
Baron, for Haiphong.
Dutch Maru, for Dairen.
Eumene, for Shanghai.
Hutchings, for Keelung.
Leopold, for Manila.
Lucerne, for Shanghai.
Nagata Maru, for Shanghai.
Sui Yit, for Sha U Chung.
Tai Yee Ma, for Haiphong.
West Cayote, for Manila.
Wing Shik Kung, for Saigon.

SHIPPING MOVEMENTS.

The B.I. s.s. *Takada* will leave for Amoy, Moji, Kobe and Osaka on or about the 23rd inst.
The B.I. s.s. *Takada* will leave for Singapore, Penang and Calcutta on or about the 23rd inst.
The P. & O. s.s. *Perim* left Shanghai for Hongkong on the 19th inst. at 8 a.m. and is due here on the 22nd inst. at about 11 a.m.
The Ben Line s.s. *Brannan*, from Hull, Middlebrook, Antwerp, London, Straits and Philippines, is due to arrive in Hongkong on the 25th inst.
The R.M.S. *Empress of Asia* which left Hongkong on April 30th, arrived at Vancouver on May 17th.

HONGKONG SHIPPING.

While yesterday's shipping statement showed an increase as regarded the total freight entered, to the extent of 3,317 tons on the preceding twenty-four hours, the cargo for Hongkong had decreased by no less than 9,577 tons. The increase was entirely on freight for other ports, which had gone up by 17,894 tons compared with the previous twenty-four hours.

At 9 a.m. yesterday there were 56 vessels in the harbour, of which 26 were British. Thirteen vessels arrived during the previous twenty-four hours, viz.:—five British, four Japanese and four Chinese. The departures during the same period came to 17, viz.:—eight British, three Dutch, one French, two Chinese, one Norwegian and two Japanese. These were for the following ports:—For Macassar, one Dutch; for Amoy, three British; for Shanghai, one Dutch, two Japanese and one British; for Haiphong, one Chinese; for Kwang Chow Wan, one French; for Sandakan, one Norwegian; for Sha U Chung, one Chinese; for Manila, one British; for Kobe, one British; for Singapore, one British; for Swatow, one Dutch; for Bangkok, one British. Clearances came to two, one Japanese for Swatow and one British steamer for Shanghai.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).
For Hongkong 5,172 tons.
For ports beyond 26,197 ..
Total 31,369 ..
(During the previous 24 hours ended at 9 a.m. on Tuesday).
For Hongkong 14,749 ..
For ports beyond 8,303 ..
Total 23,052 ..

Three British vessels carried 1,022 tons between them of the cargo entered for Hongkong, and of the remaining 3,250 tons in vessels under other flags, the heaviest and only four figure entry was 1,501 tons of coal in a Japanese steamer. Entries for ports beyond were particularly heavy, as indicated in the total. Of entries by four British vessels, all were four-figure, with the exception of one of 21 tons. The heaviest was 3,350 tons, the next 3,720 tons and the other 2,000 tons of petroleum and alcohol. The total freight for other ports carried in British bottoms came to 11,084 tons. Of the remaining 15,113 tons in three other steamers, the heaviest entry was 7,101 tons, and the next in order 5,130 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—
Mervine (British) from Hankow and Shanghai with a general cargo for Hongkong, mail and 3,720 tons for ports beyond.
Atene (British) from Shanghai with a general cargo for Hongkong and 31 tons for ports beyond.
Kidderpore (British) from Bombay and Singapore with 922 tons of general cargo, including 50 cases of opium, mail and 3,350 tons of cotton and general cargo for ports beyond.
Lucerne (British) from New York and Manila with 300 tons of general cargo, and 2,500 tons of petroleum and alcohol for ports beyond.
Hutchings (British) from Tientsin and Weihaiwei with 700 tons of general cargo and mail.
Atsuta Maru (Japanese) from London and Singapore with 258 tons of miscellaneous cargo, mail and 7,101 tons for ports beyond.
Tung Ma (Japanese) from Bombay and Singapore with 278 tons of general cargo and 5,130 tons of Indian cotton, iron, rattan, etc., for ports beyond.
Hsiao Moan (Japanese) from Keelung with 1,501 tons of coal and 500 cases of empty drums.
Mishima Maru (Japanese) from Yokohama and Nagasaki with 620 tons of cotton, dried fish and general mail and 2,502 tons for ports beyond.
Tai Yee Ma (Chinese) from Kwang Chow Wan with 250 tons of general cargo.
Sui Yit (Chinese) from Sha U Chung with 25 piculs of miscellaneous cargo.

When the Harbour Office closed yesterday afternoon already thirteen vessels had arrived during the day (the same number as for the twenty-four hours ended at 9 a.m. yesterday morning). The entries from these vessels, which were too late for inclusion in the above returns, indicate a heavy return of cargo in this morning's statement, especially with the likelihood of other steamers arriving between yesterday afternoon and 9 a.m. to-day. The later arrivals yesterday are given below:—
Kalgan (British) from Singapore and Bangkok with 3,000 tons of timber and general cargo.
Hai Hing (British) from Foochow and Amoy with 200 tons of general cargo and mail.
Eumene (British) from Birkenhead and Singapore with 200 tons of general cargo, mail and 3,975 tons for ports beyond.
Ho Sang (British) from Kobe and Amoy with 500 tons of general cargo, mail and 213 tons for ports beyond.
Apsey (British) from Singapore, with 600 tons of general cargo.
Hsiao Moan (Japanese) from Keelung and Swatow with 300 tons of general cargo, mail and 122 tons for ports beyond.
Bokuyo Maru (Japanese) from Valparaiso and Moji with 1,000 tons of coal and 323 tons of cotton yarn and mail.
Nagata Maru (Japanese) from Calcutta and Singapore with 828 tons of miscellaneous cargo and 6,772 tons of rice, etc., for ports beyond.
Hermes (Dutch) from Balikpapan with 4,000 tons of bulk oil.
West Cayote (American) from Portland and Shanghai with 250 tons of general cargo, and 4,000 tons for ports beyond.
President Madison (American) from the North with general cargo and mail.
Legarja (Spanish) from Kobe and Shanghai with a general cargo for Hongkong, and 436 tons for ports beyond.
Tak Hing (Chinese) from Nam Tau with 45 piculs of vegetables, and three of fish.

PASSENGERS.

ARRIVALS.
Per s.s. *Nagata Maru*, on May 19th:—Mr. H. Fukushima and two children.

VESSELS EXPECTED.

Cohen (N.D.L.), due May 23rd.
Empress of Australia (C.P.R.), due June 2nd.
Empress of Russia (C.P.R.), due to-day, 4 p.m.
Takada (B.I. & Apear), due to-day.
Takada (B.I. & Apear), due to-morrow.

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QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE
£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STRAITS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 18	June 19
EMPRESS OF ASIA	June 24	June 27	June 29	July 1	July 13
EMPRESS OF CANADA	July 9	July 12	July 14	July 16	July 17
EMPRESS OF RUSSIA	July 23	July 26	July 28	July 30	Aug. 1
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 13	Aug. 14
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 24	Aug. 26	Aug. 27
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 8	Sept. 10	Sept. 11
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 21	Sept. 23	Sept. 24
EMPRESS OF AUSTRALIA	Oct. 1	Oct. 4	Oct. 6	Oct. 8	Oct. 9
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 19	Oct. 21	Oct. 22

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
May 20	May 22	May 23	May 25
June 16	June 18	June 19	June 21

Passenger Department: Tel. C. 752.

Cables: GACANPAO.

Freight and Express: Tel. C. 42.

Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU	Monday, 31st May, at Noon
KORRA MARU	Tuesday, 15th June, at Noon
SHINYO MARU	Tuesday, 29th June, at Noon
SIBERIA MARU	Tuesday, 13th July, at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU	Saturday, 29th May, at Noon
BAKUYO MARU	Saturday, 17th July, at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HARUNA MARU	Saturday, 22nd May
KAMO MARU	Saturday, 5th June
KATORI MARU	Saturday, 19th June
ATSUTA MARU	Saturday, 3rd July
KASHIMA MARU	Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU	Wednesday, 23rd June, at 11 a.m.
AKI MARU	Wednesday, 21st July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU	Tuesday, 8th June
TOYAMA MARU	Sunday, 20th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

WAKASA MARU	Wednesday, 2nd June
KAWACHI MARU	Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU	Wednesday, 2nd June
SADO MARU	Friday, 21st May

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU	Friday, 21st May
CEYLON MARU	Sunday, 30th May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU	Friday, 31st May
SHANGHAI, KOBE & YOKOHAMA.	Thursday, 20th May

NAGATO MARU	Tuesday, 25th May
MORIOKA MARU	Tuesday, 25th May

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone Central Nos. 292 293 & 2422

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

STRAITS & CALCUTTA	"HOSANG"	Thursday, 20th May, at 3 p.m.
HONGKONG	"MAUSANG"	Friday, 21st May, at 7 a.m.
SHANGHAI	"TINGSANG"	Friday, 21st May, at 7 a.m.
KOBE via AMOY & MOJI	"FOOKSANG"	Sunday, 23rd May, at 7 a.m.
STRAITS & CALCUTTA	"SUISANG"	Tuesday, 25th May, at 3 p.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 26th May, at Noon
HAIPHONG via HOIHOW	"MINGSANG"	Thursday, 27th May, at 10 a.m.
OSAKA via SHANGHAI	"NAMSANG"	Saturday, 29th May, at 8 a.m.
MOJI & KOBE	"CHIPSANG"	Sunday, 30th May, at 7 a.m.
TSINGTAU via SHANGHAI	"YATSHING"	Wednesday, 2nd June, at Noon
STRAITS & CALCUTTA	"KUMSANG"	Thursday, 3rd June, at 3 p.m.
OSAKA via SHANGHAI	"KUTSANG"	Saturday, 12th June, at 7 a.m.
MOJI & KOBE	"HINSANG"	Monday, 14th June, at 2 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

[8]

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.		HOMEWARDS.	
Vessel	Due Hongkong	Vessel	Discharges Leaves H'kong
"GLEN SANDA"	20th May	"CARMARTHENSHIRE"	2nd June
"GLEN TARA"	30th	"LONDON, Rotterdam & Hamburg via Oran."	
"CARMARTHENSHIRE"	10th June		
"GLEN SHIRE"	24th		
"PEMBROKESHIRE"	8th July		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ex. 23, and Central 3694.

[9]

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD
ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MADISON" ... May 28th

"PRESIDENT JACKSON" ... June 9th

TO EUROPE—£120—£112—£110

FOR MANILA

"PRESIDENT MADISON" ... May 20th

"PRESIDENT JACKSON" ... June 1st

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overseas Ports.

also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.

By Passengers and Freight Booking apply to

ADMIRAL ORIENTAL LINE, Managing Operators for

UNITED STATES SHIPPING BOARD,

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 795

[15]

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

GOTHENBURG.

Regular Freight Service for:

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

FOR SHANGHAI AND JAPAN PORT.

M.S. "FORMOSA" ... will leave on or about 21st June.

Subject to change without Notice.

For further particulars, please apply to—

GILMAN & CO., LTD.

Agents.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th Jan.
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

(ANDREW WALK & CO., LONDON.)

Sailings from Hongkong
M.V. "CEDARBANK" ... via Suez Canal ... End June.UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London & Havre ... From Hongkong, 23rd May.
S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... From Hongkong, 23rd June.FARES TO LONDON "A" 1st Class £23. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July, August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Agos Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Boma, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Aden, Port Said, Suez, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD

Tel. Cent. 4791.

PRINCE LINE

IMPROVED SERVICE

BY
FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIAM.V. "JAVANESE PRINCE" ... Leave Hongkong 7th June
M.V. "ASIATIC PRINCE" ... 3rd July
M.V. "JAPANESE PRINCE" ... 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

HOLLAND EAST ASIA LINE
of the United Netherlands
Navigation Company.Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singaporeand
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "OLDEKERK" ... 31st May, 1926

SAILINGS FOR EUROPE:

S.S. "ALDEBARAN" ... 13th July, 1926

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No 1674

Agents, York Building.

**P. & O. British India
Apear and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEBANTINE PORTS,
EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"PRINCE"	7,448	23rd May, 6 a.m.	Marseilles, London and Antwerp.
"MALWA"	10,941	29th May, Noon	Marseilles, London, Rotterdam & Antwerp.
"MIRZAPUR"	6,715	2nd June	Singapore, Penang, Colombo & Bombay.
"NAGPORE"	5,233	7th June	Marseilles, London & Antwerp.
"KHYBER"	9,114	12th June	Singapore, Penang, Colombo and Bombay.
"KIDDERPORE"	5,334	21st June	Marseilles and London.
"MANTUA"	10,952	28th June	Singapore, Penang, Colombo and Bombay.
"JEPPORE"	5,318	4th July	Marseilles, London and Antwerp.
"KARNATA"	9,123	10th July	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	5,907	15th July	Marseilles, London, Rotterdam & Antwerp.
"KARNATA"	9,955	22nd July	Singapore, Penang, Colombo and Bombay.
"KARNATA"	18,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles and London.
"KASHGAR"	9,005	15th Oct.	Marseilles, London & Antwerp.
"KHYBER"	10,918	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"KARNATA"	9,123	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Rhedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALMA"	10,000	23rd May, 11 a.m.	Singapore, Penang and Calcutta.
"SHIRALA"	7,341	28th May	do.
"TAKADA"	6,949	8th June	do.
"SANTHA"	7,764	27th June	do.
"TILAWA"	10,006	5th July	do.
"TALAMBA"	8,015	11th July	do.
"SHIRALA"	7,341	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"TANDA"	6,956	1st June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th June	do.
"ST. ALBANS"	4,500	30th July	do.

The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Durwic, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

Steamship.	Tons.	From Hongkong (about)	Destination.
"TAKADA"	6,949	23rd May, 6 a.m.	Kobe via Amoy.
"MANTUA"	10,952	27th May	Shanghai, Moji & Kobe.
"PADUA"	5,907	1st June	Shanghai and Kobe.
"SANTHA"	7,764	8th June	Moji and Kobe.
"KARNATA"	9,089	11th June	Shanghai and Kobe.
"ARAFURA"	6,000	18th June	Moji, Kobe and Yokohama.
"TILAWA"	10,006	18th June	Shanghai, Moji and Kobe.
"TALAMBA"	8,018	20th June	Kobe and Yokohama.
"KASHMIR"	5,905	24th June	Shanghai, Moji & Kobe.
"SHIRALA"	7,341	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	8th July	Shanghai only.
"ARAFURA"	18,585	8th July	Shanghai, Moji, Kobe and Yokohama.
"DELTA"	8,097	9th July	Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	7th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	do.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY fitted on ALL STEAMERS.
"Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer."
All Cabins are fitted with Electric Fans free of charge.
All Cabins on London and Australian Lines are fitted with Landrains.
Steamers on London and Australian Lines are fitted with Landrains.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road, Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A. H. Stewart, Friday, 21st May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HALING," "HAICHING" and "HAICHING" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.

General Managers.

CHINA NAVIGATION CO., LIMITED.

HAIPHONG	"TAMING"	On 20th May, 10 a.m.
SWATOW & SHANGHAI	"SZCHOUEN"	On 20th May, 4 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 22nd May, 6 a.m.
HAIPHONG	"KANCHOW"	On 22nd May, 10 a.m.
SHANGHAI	"SINKIANG"	On 23rd May, 6 a.m.
AMOY & SINGAPORE	"KWEIYANG"	On 23rd May, 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 24th May, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 25th May, 6 a.m.
BANGKOK	"KALGAN"	On 26th May, 6 a.m.
AMOY & SINGAPORE	"KATING"	On 26th May, 6 a.m.
SHANGHAI	"LIANGCHOW"	On 26th May, 4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 29th May, 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone: CENTRAL 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—10 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	In Port	22nd May, Noon
CHANGTE	18th June	22nd June
TAIPING	17th July	23rd July
CHANGTE	14th August	20th August

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Telephone: CENTRAL 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "DACE CASTLE" ... Sailing on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOI

M.V. "ESQUILINO" ... From Hongkong.
Sails about 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE" ... From Hongkong.
Sails about 31st May.
M.V. "ESQUILINO" ... Sails about 30th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta about 2nd June via
Rangoon and Colombo.
S.S. "UMSINGA" ... Sails from Calcutta about 2nd July via
Rangoon and Colombo.Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

[17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ATREUS"	... Via Suez Canal	21st May.
S.S. "LYCAON"	... Via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

[21]

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Pres. Madison	20th May.
CANADA, U.S.A., JAPAN, SHANGHAI & EUROPE via CANADA, London, 17th Apr.	Emp. of Russia	20th May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Tango Maru	20th May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Takada	20th May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Kancho	20th May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Fook Sang	21st May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Pres. Wilson	21st May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Takada	21st May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Sinkiang	21st May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Bellerophon	22nd May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Pres. Adams	22nd May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Emp. of Russia	22nd May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Ives Madison	22nd May.
U.S.A., CANADA, JAPAN, SHANGHAI & EUROPE via SIBERIA	Pres. Lincoln	22nd May.

OUTWARD MAILS.

For	Per	Date
Haiphong	Tanung	Thursday, 20th, 8.30 A.M.
Formosa	Heiryo Maru	8.30 A.M.
Jaya via Batavia	Tyikarung	10.30 A.M.
Japan	Tango Maru	10.30 A.M.
Straits & Calcutta	Hecany	1.00 P.M.
Swatow	Szechuan	2.30 P.M.
Manila	Telmachus	2.30 P.M.
Manila	Pres. Madison	3.30 P.M.
Manila	Emp. of Russia	5.00 P.M.
Manila	Tingtau	5.00 P.M.
Manila	Atreus	Friday, 21st, 10.30 A.M.
Manila	Buichin	Noon
Manila	Linan	5.00 P.M.
Manila	Kancho	Saturday, 22nd, 8.30 A.M.
Manila	Taipei	8.45 A.M.
Manila	Huraka Maru	10.30 A.M.
Manila	deg.	1.45 P.M.
Manila	Letters	2.30 P.M.
Manila	Pres. Wilson	Parcels Noon
Manila	Reg.	2.45 P.M.
Manila	Letters	3.30 P.M.
Manila	Fook Sang	5.01 P.M.
Manila	Sinkiang	5.00 P.M.
Manila	Kueiyang	5.00 P.M.
Manila	Takada	5.00 P.M.
Manila	Manila	Sunday, 23rd, 9.00 A.M.
Manila	Manila	Monday, 24th, 9.00 A.M.
Manila	Manila	5.00 P.M.
Manila	Manila	Tuesday, 25th, 11.45 A.M.
Manila	Manila	12.30 P.M.
Manila	Manila	Parcels Noon
Manila	Manila	1.10 P.M.
Manila	Manila	5.00 P.M.
Manila	Manila	5.00 P.M.
Manila	Manila	Wednesday, 26th, 10.30 A.M.
Manila	Manila	2.30 P.M.

* Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital \$50,000,000
 Issued and Fully Paid \$20,000,000
 up \$20,000,000
 Reserve Funds: \$4,500,000
 Sterling \$27,000,000
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:
 Hon. Mr. D. G. M. BERNARD,
 Chairman.
 Hon. Mr. A. O. LANG,
 Deputy Chairman.
 W. H. Bell, Esq., J. A. Pinner, Esq.,
 A. H. Compton, Esq., J. C. W. Wall, Esq.,
 P. H. Holyoak, Esq., H. D. White, Esq.,
 W. L. Patterson, Esq., R. M. Young, Esq.

Chief Manager:
 A. H. BARLOW, Esq.
Manager: Shanghai:
 G. H. STITT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS open in Local CURRENCY AND FIXED DEPOSITS received for one year or shorter periods in Local CURRENCY and Sterling on terms which will be quoted on application.
 Hongkong, April 6th, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS AT CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION:
 A. H. BARLOW, Chief Manager.

Hongkong, 7th January, 1926. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$3,000,000
 Reserve Fund \$4,000,000
 Reserve Liability of Proprietors \$2,000,000

FOREIGN EXCHANGE AND General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
 Hongkong, April 15th, 1926. [30]

BANQUE DE L'INDO-CHINE.

Head Office: 66, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000
 Paid-up Capital Frs. 68,400,000
 Reserve Fund Frs. 59,697,283.54

BRANCHES:
 Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Hankow, Shanghai, Tientsin, Peking, Yunnan, Yunnan, Yunnan.

BANKERS:
 IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
 IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange Business transacted.
 A. LECOT, Manager.
 Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG, 10, DES VEAUX ROAD CENTRAL.

Authorized Capital \$10,000,000
 Paid-up Capital 5,000,000
 Reserve Fund (1925) 1,200,000

DIRECTORS:
 Hon. Sir Shou-son Chow, Chairman; Hong Ping Shan, Mok Chung Kong, Li Koon Chun, Wong Yun Tong, P. K. Kwok, Huynh Tai, Ng Ching Luk, Kan Ying Po, Pong Wai Ting, Chan Ching Shek.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
 SAFE DEPOSIT BOXES To Let.
 KAN TONG PO, Chief Manager.
 Hongkong, 6th February, 1926. [37]

COMMERCIAL.

OPENING QUOTATIONS.

May 14th, 1926.

On London:—
 Telegraphic Transfer 2/2 1/2
 Bank Bills, on demand 2/2 1/2
 Bank Bills, at 30 days sight 2/2 1/2
 Bank Bills, at 4 months sight 2/2 1/2
 Credits, at 4 months sight 2/2 1/2
 Credits, at 6 months sight 2/2 1/2
 Credits, at 9 months sight 2/2 1/2
 Credits, at 12 months sight 2/2 1/2

On Paris:—
 Bank Bills, on demand 1/50
 Credits, at 4 months sight 1/50
 Credits, at 6 months sight 1/50
 Credits, at 9 months sight 1/50
 Credits, at 12 months sight 1/50

On New York:—
 Bank Bills, on demand 5 1/2
 Credits, at 60 days sight 5 1/2

On Bombay:—
 Telegraphic Transfer 1/40
 Bank Bills, on demand 1/40

On Calcutta:—
 Telegraphic Transfer 1/40
 Bank Bills, on demand 1/40

On Shanghai:—
 Bank Bills, at sight nom.
 Private, 30 days sight 149 1/2
 On Yokohama:—On demand 10 1/2
 On Manila:—On demand 95 1/2
 On Singapore:—On demand 13 1/2
 On Batavia:—On demand nom.
 On Hongkong:—On demand nom.
 On Bangkok:—On demand 8 1/2
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